



Making Waves

The LWRC
Quarterly
Newsletter

Vol. 6, No. 1
March 2020

In this issue:

[Life on the Ohio, page 3](#)

[Dave Rutherford, page 9](#)

[Local Waterways, page 13](#)

Rowing Vacations

If you're interested in a rowing vacation—not a vacation from rowing, but rowing while on vacation—there's an app for that!

Well, it may be easier to check out these websites, where you can choose from a variety of international venues: www.rowingvacations.com or www.rowingtheworld.com. I enjoyed my first trip to Tuscany three years ago, rowing at San Miniato Rowing Club and then taking a quad to Venice for the Vogalonga (Long Row) with 1,700 other boats. The course looped around Murano and Burano, finishing in the Grand Canal. It is quite a spectacle.

Because that experience was so fascinating and enjoyable, I returned to Italy this past November while the local truffle festival was happening. Rowers have to eat, too! Besides the truffles, there was also a lot of rain—similar to what we have been experiencing here in January. While the flooding in coastal Venice was making the news headlines, the Arno River from Florence to Pisa was also deluged with water. The rowing site is on a reservoir, and the local authorities had to raise the flood gates on our first morning there. So all we got to do was move the boats to higher ground and wait for the water level—which had risen about 20 feet—to subside.

In the meantime, our program (led by **Eliza Camp**, a for-



*Above: Water level in the reservoir near San Miniato. Arrow points to where the boat bays were!
Below: Rowing shells moved to higher ground.
(All photos Alex Parkman)*



mer rower from the LWRC boathouse) included local outings such as trips to Vinci to visit the Leonardo da Vinci museum, to an olive oil-processing plant, to a local boat manufacturer (where we saw a sectional single—sectional so it could be car-topped on the smaller European cars), and other activities.

One day we shopped at a local farmers market, along with the owner of a villa which makes its own biodynamic wine. Afterward, we had a cooking lesson and lunch at her estate. Then we went to the Florence Rowing Club (in the basement of the famed Uffizi Museum), where we had lunch at the café and later attended an art class to make a mosaic.

Rowing is weather-dependent, as we all know. Although we caught an off week from Mother Nature, that did not diminish the enjoyment of a great trip.

—Alex Parkman



Below left: Mosaic art class in Florence. Below right: A table at the truffle festival



Water Ways

“I traveled solo down the river through 19 locks, floating two and a half weeks to the Mississippi River.”

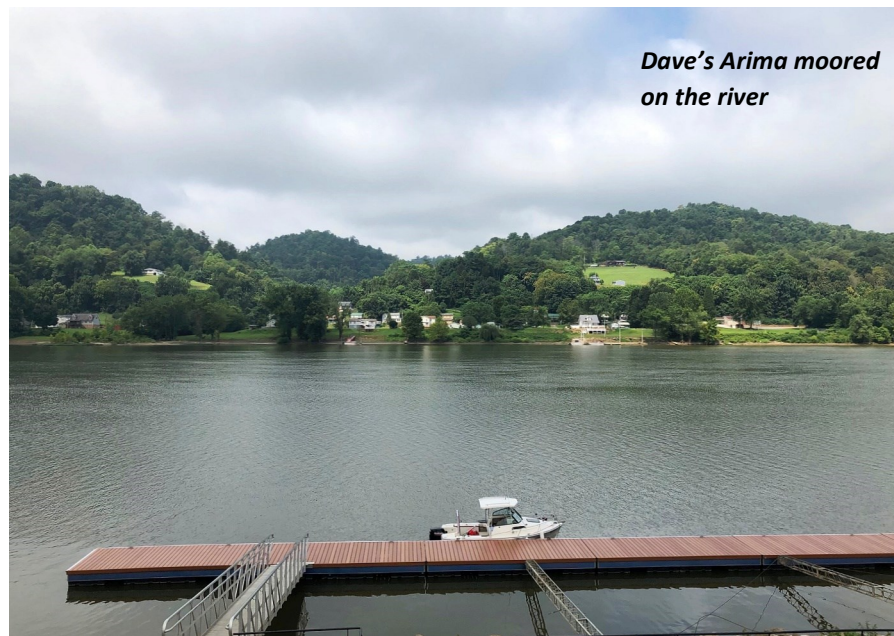
Life on the Ohio

Dave McWethy evokes Mark Twain in describing his summer journey down the Ohio River.

Most Americans, including me, don't know much about the Ohio River. In the early days, I learned, the Ohio was the main highway west and, with the Mississippi, the main highway south. Of the five states that bordered the river prior to the Civil War, Kentucky (to the south) was a slave state, and Pennsylvania, Ohio, Indiana, and Illinois (to the north) were free. West Virginia joined the free states during the Civil War. Lewis and Clark, *en route* to the Pacific in 1804, first headed west on the Ohio River to their starting point at St. Louis.

Late last July, I left my Northwest rowing waters to embark on a trip down the length of the Ohio River. My small boat was an Arima 17-foot outboard with a small cabin, which I had bought for this trip and trailered 2,000 miles. With this boat, the voyage started at the head of the Ohio, in Pittsburgh. I traveled solo down the river through its 19 U.S. Army Corps of Engineers locks, floating two and a half weeks to the Mississippi River.

My trip began amidst the rusting abandoned steel mills of post-industrial Pennsyl-

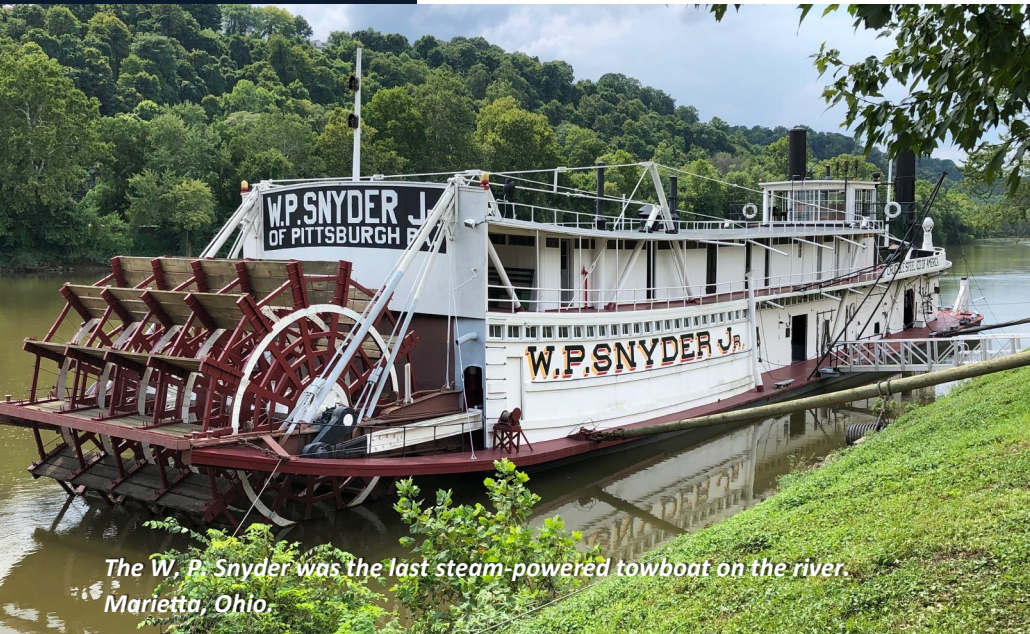


Dave's Arima moored on the river



Large coal-powered generators are plentiful on the river.

vania and ended surrounded by the grits and crawfish of Kentucky. Day by day, I boated through history. The steamboat era had



The W. P. Snyder was the last steam-powered towboat on the river. Marietta, Ohio.

**“Day by day,
I boated through
history.”**

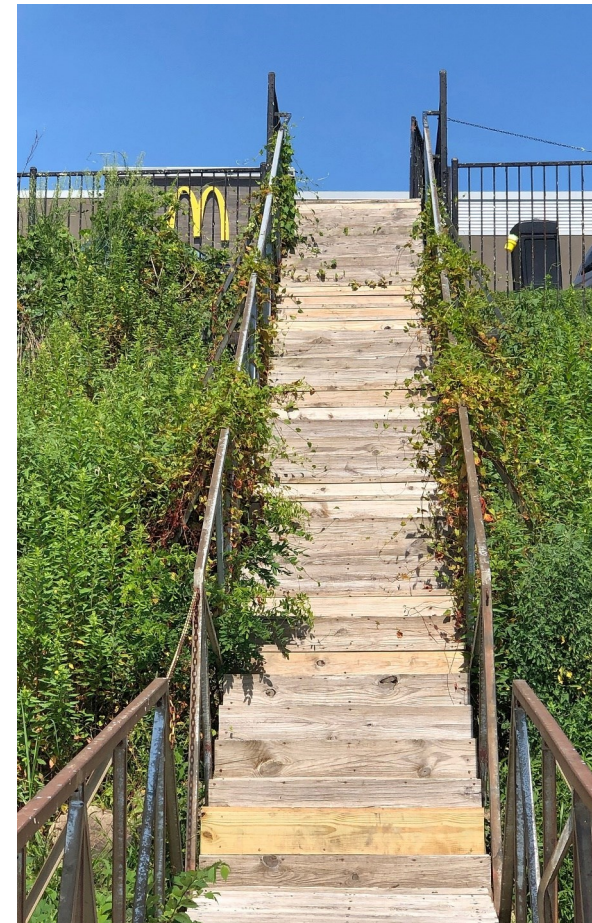
brought prosperity to many small river towns. Farmers’ grain and hogs became whiskey and bacon, then went downstream. Everywhere, I saw the finest Victorian houses and buildings, signs of bygone prosperity.

Today, transportation has passed the river by. The main barge cargo is coal for power plants on the river. Strings of barges are pushed at 5 mph by “towboats” which move ghostlike, night and day. Recreational boats are common, but they stay between their locks—above and below.



*Above: Indian mound: Marietta, Ohio
Right: A McDonald’s, a welcome stop for Wi-Fi and air conditioning and the only one on the entire river.*

Gasoline and marinas were scarce. With a little hand truck, I would buy fuel from gas stations ashore—along with morning coffee or dinners. I stopped often, to get the flavor of past and present. Though three nights were spent in marinas, my preferred overnight stay was to be at anchor behind one of the many islands that dotted the river. Almost all of these islands are nature preserves and, for the most part, are washed over by spring floods. As night would fall, I would hear

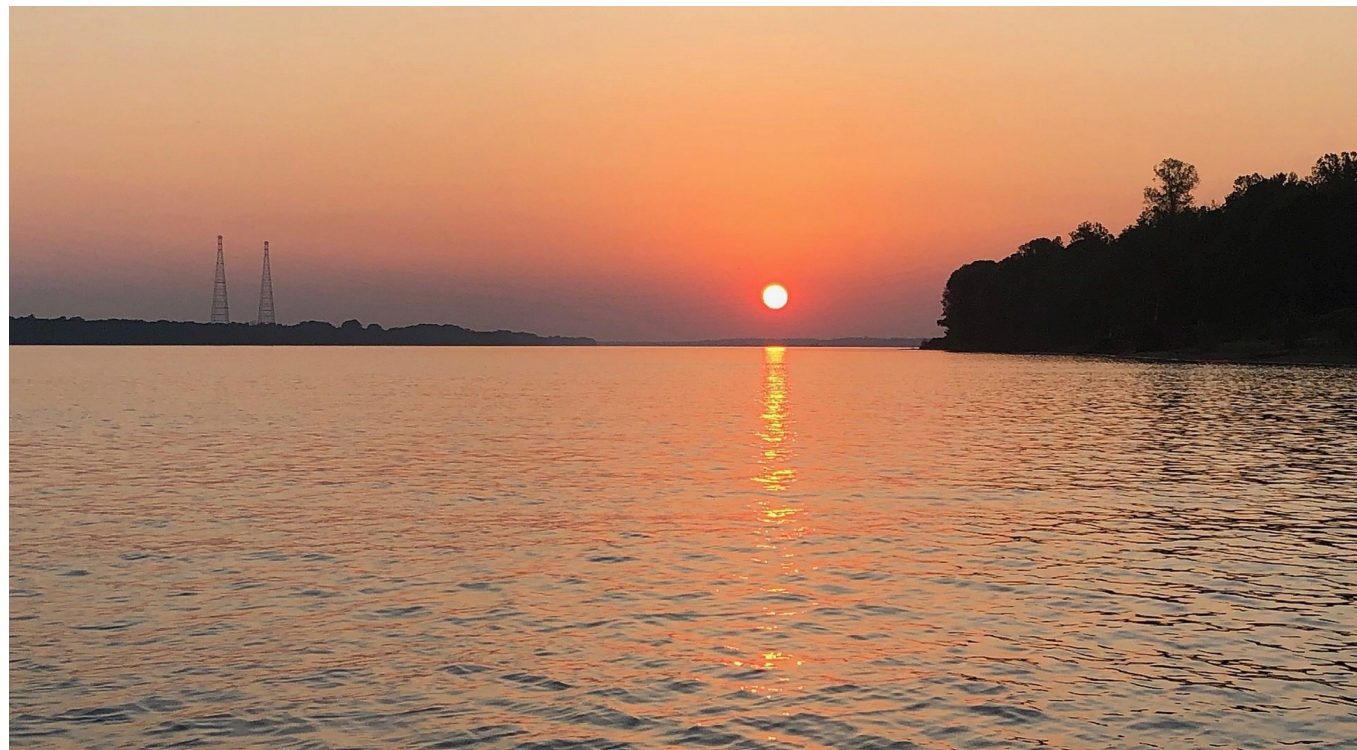


birdsong and the occasional sound of jumping fish.

Before the trip, I had worried about two things beyond my control: summer's humid heat, and mosquitos. Toward the end of my voyage, the heat became truly oppressive at night or whenever I wasn't moving. I would go to sleep sweaty and wake up sweaty. By some miracle, mosquitos were almost nonexistent. I was told that, inland from the river, they were plentiful. The best explanation for the mosquito mystery was the swooping of thousands of swallows across the river in the evenings.

Everywhere along this thousand-mile river, from Pittsburgh to the Mississippi, the shore dwellers expressed their love for the river. Its

Below left: Sunset on the river, final night, approaching the Mississippi. Below right: Dawn on the river



“Susan Kinne helped me mount oarlocks onto my cockpit gunwales.”



history, its drama (this spring brought 39-foot-high flooding)—along with childhoods of fishing and swimming—make the river personal.

I don't want to finish without noting one detail that connects my trip with rowing. With a little help from LWRC's own **Susan Kinne**, I mounted oarlocks onto my cockpit gunwales and strapped my sculls to the cabin. In the evening I would row into the shallows, seeking anchorage. And on one occasion, I even greeted the Pittsburgh Rowing Club, out for their morning pull.

—Dave McWethy

Dave navigated the upper Mississippi River a few years prior to this voyage. After exploring the Ohio last summer, he ventured down the Snake and Columbia Rivers.

The Ohio is still his favorite.

Editor's Note

Home and Beyond



Travel and rowing go hand in hand. LWRC members test their skills in venues far and wide—sometimes in competition, other times as a leisure pursuit. In these pages, we share in their adventures on the Ohio River, in Italy, and in eastern Canada. We take a closer look at our familiar Lake Washington Ship Canal to understand better how it

supports the local economy. We learn that our national parks can inspire our members, even though they do not offer rowing options!

Our sport necessarily confines us to the very limited dimensions of a shell. All the more reason to venture out into the unfamiliar and experience life on a larger scale, through travel.

—Roberta Scholz

Designer's Reminder



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

New Shoes on the Dock

Gerry McBarron Returns to Sculling

Gerry McBarron might not be into pottery, knitting, or painting, but rowing aligns with his fitness goals. Returning to rowing in the fall of 2017 has allowed him to re-engage with a sport he became passionate about back in his college days. The sense of community that a rowing club offers, the physical fitness aspects of it, and the joy of competition all provide Gerry with a great sense of dedication, commitment, and camaraderie.

A Pacific Northwesterner through and through, Gerry hails originally from Portland, Oregon. He followed his parents and grandparents to Washington in 1998. He calls Seattle his home now, and he can't imagine living anywhere else. The scenery, the dynamic city life, and—yes—the weather are what he likes most about being here. Since 2002, Gerry has been a residential real estate broker.

Gerry graduated in 1988 from Oregon State University with a B.S. in health care administration. He rowed varsity crew at OSU and for many years later at the club level in both Portland and Seattle. Rowing sparked a life-long passion for fitness. He has also pursued marathon running, CrossFit training, and biking. Gerry returned to rowing in 2017 after a 13-year hiatus and since then has been part of

the Mount Baker Rowing and Sailing Center's Masters Rowing Team in South Seattle, along the shores of Lake Washington. During the months of clement weather, you will find him on his road bike, plying the bicycle trails around the greater Seattle/Puget Sound region.

Gerry describes his current oar status in his own words:

*After I successfully passed my flip test in December 2019, **Stella Willoughby** offered me a go at any of the classes available to the LWRC membership. **Theresa Batty's** Intermediate/Advanced Sculling lessons intrigued me. I love Theresa's sculling class and believe it will greatly improve my sweep rowing once we are back on the water down at Mount Baker. After Theresa's class is done at the end of February I will likely devote most of my time to sweep rowing.*

I learned to scull down in Portland, on the Willamette River, with what was then the Portland Rowing Club. This was in winter/spring 1985, before I headed off to Oregon State University and joined their rowing team.



Gerry McBarron *continued*

Due to my sculling experience, I was elevated to varsity right away and rowed with the team for the next two years. My eligibility for NCAA Div I athletics timed out at the end of 1987, so I couldn't row varsity my senior year. At that point, I returned to sculling and club rowing with other OSU alumni until 1996. After moving to Seattle in 1998, I promptly joined a young masters squad rowing out of Pocock under the flag of Seattle Yacht Club. Three years later, I once again reverted to sculling out of Pocock until 2004.

I took a break from rowing for 13 years before returning to sweep rowing down at Mount Baker in the fall of 2017. I'm so glad to be back at a sport that caught my attention at a young age.

—Staff

Check out our programs!

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

Board Update: Spring 2020 Focus Areas



- Identification and planning of 2020 facilities improvement projects
- Development of 2020 fundraising plan to support both short- and long-term club needs
- Creation of 2020 goals for developing rowing programs and membership base

*As always, the Board welcomes all members to join our monthly meetings. The upcoming meeting schedule is posted on the bulletin board outside the Members' Lounge. Please contact **Gavin Gregory**, Secretary, with any questions (geggregory@gmail.com).*

—Gavin Gregory
Secretary, LWRC Board

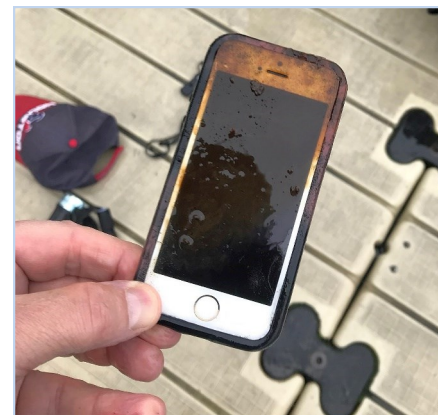
Harbor Patrol
206-684-4071

Also posted on the bulletin board in the boathouse.



Just Another Day at LWRC

Recently, a professional diver found these items—among many others—underneath the LWRC dock.



(Gerard Letterie photos)

Looking into the Past

“We were sometimes joined by an older gray-haired guy...”

Dave Rutherford, Young Champion

Starting young, now-veteran Dave Rutherford quickly rose to the rank of champion rower

An early start:

Lakeside, Green Lake, Roosevelt

Dave Rutherford grew up in Seattle on the Laurelhurst waterfront. **Bob Spock**, one of his teachers at Lakeside School, introduced several students to a variety of outdoor activities, including rowing. Bob and Dave would row singles from the UW Conibear Shellhouse on Sunday mornings and were sometimes joined by an older gray-haired guy who turned out to be none other than **George Pocock**. He would row alongside Dave and quietly give pointers about how to row better.

Dave had been sculling since the age of 14 or 15 and also rowed sweep at Green Lake as a member of the Seattle Junior Crew, coached by **Lou Gellerman**. (A member of the 1958 University of Washington crew that was later inducted into the Husky Hall of Fame, Gellerman went on to coach at Navy and later at the UW.) Several members of Seattle Junior Crew also rowed as Roosevelt High School. In order to get more time on the water, the Roosevelt coxed four would practice in the mornings with Lake Washington Rowing Club, launching out of the old shed known as the UW Canoe House, at the eastern end of the Montlake Cut. At that time, LWRC had a senior crew that included **Ted Nash**, who took on the responsibility of coaching the Roosevelt boys. Thus Dave's connection with LWRC was established early on.



Victorious LWRC juniors at Royal Canadian Henley Regatta, St. Catharines, Ontario, July 27, 1962. Two seat was Ron (not Bob) Abramson. Seattle Daily Times photo.

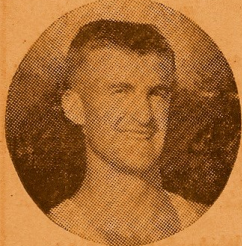
Dave Rutherford,
continued

Pan-Am Games Next: LWRC Sweeps To Two Wins

BUFFALO, N.Y., July 22. — (Special) — Fours were foremost here today in the National Amateur Rowing Championships.

Lake Washington Rowing Club's four-with-coxswain and four-without-coxswain crews each successfully defended their titles here for the fourth consecutive time.

The LWRC also made a fine showing by taking second in the pairs-without-coxswain and a third in the fours-with by the "B" team.



GEZA BERGER
Stroke On Winning Crew

Beating their nearest opponent by more than 20 seconds in the fours-without competition were Geza Berger, stroke; Ted Nash, 3; Chuck Holtz, 2 and Chuck Bower, bow. Members of the pairs-without were John Poitras and Bob Abramson.

In the championship eights, a fighting crew of Canadians from the St. Catharines Rowing Club pulled the upset of the day by trimming the heavily favored Vesper Boat Club of Philadelphia.

The white-shirted Ontario crew covered the 2,000 meters in 6:22.3 for a full two-second victory.

The winners of today's championship races determined the LWRC success at 1962 National Amateur Rowing Championships. (Seattle Post-Intelligencer photo)

The white-shirted Ontario crew gave them fourth place in the final standings behind the Detroit Boat Club, St. Catharines and Vesper.

The Lake Washington Rowing Club of 1962

At the 1962 Western Sprints Regatta in Long Beach, California, Lake Washington Rowing Club won every race it entered. According to the *Seattle Sunday Times* of May 20, 1962, Ted Nash and **Frank Robbins** won the senior men's

doubles. Nash took the senior men's singles quarter-mile and 2000-meter races, and Dave Rutherford won the men's junior single. The LWRC entry also won the men's junior coxed four.

Two weeks later, on June 2, the LWRC crew won two senior races and three junior races at Shawnigan Lake, B.C., in very windy conditions that swamped two University of British Columbia fours and led to scratches from other races. However, the LWRC senior four with coxswain was nipped by the University of British Columbia by one half-second. Dave Rutherford won the junior single, and his junior double also won—by forfeit. **John Poitras, Doug Will, Ron Abramson**, and **Clark Robinson** won the junior four without cox. That same crew, with **Doug Van Sickle** as coxswain, also won their race. Clearly, the juniors were on a roll.

Shuffling off to Buffalo

On June 16, the "Seattle Junior Crew Rowing Commission Regatta" was held at Green Lake. Dave rowed in the Seattle

Junior Crew lightweight varsity four and also rowed for LWRC in an exhibition doubles race. (While no results are available for that regatta, we know from a copy of the regatta program that Frank Cunningham was the referee.)

With the junior four having been successful in all previous races, Dave recalls, coach Nash thought *the boys needed to learn to lose*. As a result, the junior four entered the National Association of Amateur Oarsmen (NAAO) national regatta held in Buffalo, New York (just across the border from the Canadian Henley in St. Catharines, Ontario). **Clark Robinson**, the usual bow oar in the Roosevelt/Seattle Junior four, was ill, so Dave replaced him. The result was an improved time over 2,000 meters, so Dave became the new bowman.

In July Dave, Ron, and Doug loaded their four, along with a single for Dave, on top of **Bernie Horton's** VW Bug and drove it across the country to Buffalo and the NAAO regatta, with the specific purpose of learning about losing a race. The crews from LWRC made their presence known:

- LWRC's junior four (John Poitras, Doug Will, Ron Abramson, Dave Rutherford, and cox Doug Van Sickle) won their heat in the open four and finished third in the final.
- The LWRC senior coxed four (**Bill Flint, Rich Wilbert, Gene Phillips, Roy Rubin**, and coxswain **Bernie Horton**) won their final by one half-second over a team from New York City.
- The senior uncoxed four (**Geza Berger, Ted Nash, Chuck Holtz, Chuck Bower**) won their race by more than 20 seconds.



Dave Rutherford
today

**“So much for
Nash’s belief that
the boys needed
to learn about
losing!”**

- These wins by the LWRC teams qualified them for the 1963 Pan American Games.
- The two senior four crews combined to take fourth place in the championship eights race.
- John Poitras and Ron Abramson took second in the pair without cox event.

First international competition: St. Catharines, Ontario

A few days after the NAAO Nationals, the teams crossed the border to compete in the Royal Canadian Henley Regatta in St. Catharines, Ontario, on a course of one and

5/16 miles.

Dave Rutherford won his heat in the high school singles event but finished fifth in the final.

Ron Karzmar took fifth in the finals of the junior 155-pound single sculls.

The next day, LWRC (rowing as Roosevelt High School) won the junior heavyweight fours competition and the high school fours.

Ted Nash won in the heavyweight single competition.

Dave Rutherford, John Poitras, Doug Will, and Ron Abramson won the high school uncoxed four event by open water over St. Catharines.

So much for Nash’s belief that the boys needed to learn about losing!

Aftermath

The LWRC/Roosevelt juniors all went their separate ways and never rowed together again. The LWRC senior four

without coxswain went to the Pan Am Games and won a gold medal.

Dave Rutherford stayed away from rowing for several years but took it up again when his daughter rowed at Lakeside. He rejoined LWRC in 1997 and served as club president from 2011 to 2012. These days, he continues to be a highly valued member of LWRC, as both a rower and a super volunteer. One of his responsibilities is organizing the launches and course monitors for three UW-sponsored regattas.

—Marilynn Goo

Author’s note:

In December 2019, I learned from Al Mackenzie of the Pocock Foundation—LWRC president in 1981—that he had seen a 1962 press photo of LWRC juniors. (I didn’t know LWRC had juniors in 1962—nor did I know anything else about LWRC in that time period.) On eBay I discovered several photos, but one in particular clearly showed crew members and listed the names of the oarsmen. Much to my surprise, my friend Dave Rutherford was in bow!

I ordered the photo and then met with Dave to get the story behind the photo. He brought a folder of press clippings and a regatta program from 1962 that had shown up on his front porch a few days earlier. We noticed some errors in the news items. The press clippings mistakenly identified Ron Abramson as “Bob Abramson” and Clark Robinson as “Claude Robinson.” In one article, Ted Nash was described as a junior when he was actually 29 years old!

—Marilynn Goo

Local Waterways

“It is very intimidating for rowers to try to outpace any of these vessels.”

Who Shares Our Waterways?

Recreational rowers share Lake Union and the Ship Canal with ocean-going vessels: There’s much to learn.

The connector

Our Ship Canal, from Lake Washington to the Hiram Chittenden Locks, was constructed from 1914 to 1917 under the direction of James Stillwell as lead contractor. Lucy Pocock, George’s sister, married Stillwell after he saw her rowing the length of Lake Union to shop for groceries for the UW crew. This establishes the use of the Cut from its beginnings to include rowing teams and clubs.

Coexisting on the water

Sometimes it seems our fragile shells, with just inches of free-board, are overshadowed by the huge sand barges, 150-foot log booms, and two-story vessels pulled by tugs. Commercial fishing vessels of the crab, tuna, salmon, and herring fisheries call the waterway their winter home and are often maneuvered about from dock to dock for topside painting or moved into drydock for bottom repairs or engine work. It is very intimidating for rowers to try to outpace any of these vessels, who may or may not slow down for us. They also may not leave us much room to maneuver and withstand their wakes. The powerful tugs that do this maneuvering create a wash that is to be respected.

The crews of these commercial ocean-going fishing vessels routinely risk their lives in Alaskan waters. (Some of the local crabbers have been featured in the television series “The Deadliest Catch.”) And few of us realize that even the tug crews are



Above: Tug Eagle, in dry dock, Northlake
Left: Tugs, DeForge Maritime, Northlake
(Jane Ritchey photos)



Crabber
North
American



Waterways, continued

**“Even the tug
crews are in
constant
danger.”**

in constant danger. Our area’s drydocks and support facilities service all of the North Pacific, not just Alaska. They maintain and repair a wide variety of vessels.

Check it out

Rowers in coxed eights and fours are often scolded for not keeping their eyes in the boat, on the slide in front of them, or on the stroke oar. In a single or double, a rower can paddle along leisurely, stopping to admire the size and variety of the boats in different seasons of the year. Very few people in Seattle have the opportunity to enjoy this viewpoint. This month, before the commercial boats start to head north in April, is prime viewing time.

Our Ship Canal is a special highway for both pleasure and commerce, stretching between freshwater and saltwater. Products both manufactured and raw flow to and through the waterway, where we can see the action each morning. Vessels are seen moving in and out annually, as dictated by their respective seasons. If you hear a bulldozer working close by, it might be atop a sand barge at Lakeside Industries. If you hear loud metal being pounded, it might be at the Foss drydock—look to see what huge vessel is out of water there. When your cox isn’t looking, sneak a peek!

—Jane Ritchey

(continued on p. 14)

Crabber Scandies Rose, lost at sea off the coast of Alaska on New Year’s Eve, 2019. Two of her seven crew members survived.



Left: Coast-guard vessel (Jordanian?), perhaps built in Fremont. It has been moored there at least two winters.



Right: Sand barges present quite the obstacle to navigation for rowers! Salmon Bay Sand and Gravel has operated since 1907 by the Ballard Locks; Lakeside Industries’ Fremont plant (family-run since 1952) lies at the west end of the Fremont Cut.



(continued from page 13)

For more information on Lucy Pocock Stillwell, see <https://www.pbs.org/wgbh/americanexperience/features/boys36-lucypocock/>.



The Lucy Pocock Stillwell rowing past the Foss Maritime drydock. Foss was founded in Tacoma in 1889; Foss tugs have been a presence in the Ship Canal, just west of Seattle Pacific University, since the 1920s. (Photo Paul Danilchik)

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



Volunteers of the Year Making Waves Recognized

One of the features of our annual meeting is the naming of LWRC's Volunteer(s) of the Year. This year, our club newsletter, *Making Waves*, was recognized by the Board for its five-year celebration of our rowing community, both inside and outside the boat-house walls. **Suze Woolf** and **Roberta Scholz**, who have teamed up all these years to produce the newsletter, were named Volunteers of the Year.

We are grateful for this recognition and for the kind words spoken. However, we know that *Making Waves* would not happen without the ongoing support of our members. So many of you have offered your time and skills in so many ways: writing, photography, artistry, story ideas, and so on. Your feedback has been more than encouraging. We have a lot of talent among our members. Yes, it truly does take a village—or, in this case, a rowing club!

Our assignment five years ago was to help build a sense of community within our club and within the rowing community at large. We are always amazed at how connected rowers are—throughout the region, throughout the country, and throughout the world. There is a multitude of adventures to be experienced via rowing. Go for it!

—Suze Woolf and Roberta Scholz



Artist Residencies

LWRC's Suze Woolf shares her perspective as an artist-in-residence throughout the country.

Your newsletter designer has been a visiting artist-in-residence in ten locations over the past 12 years. They have been as far away as northern Vermont and as close as southern Oregon. Some were national parks (Zion, North Cascades, Capitol Reef, and Grand Canyon) and others were art colonies (Vermont Studio Center, Willowtail Springs in Colorado, Jentel in Wyoming, Canada's Banff Centre, and PLAYA in Oregon). Some featured thematic programs, such as "Art + Science," and some were open-ended and self-directed. All provided housing, some had meals, and some even a stipend.

You can be *the* artist-in-residence—the national parks usually have only one at a time—or *an* artist-in-residence, as in art colonies—most host as few as five to as many as 50 artists at a time.

In the parks, you are a representative of the park to the public. When they see you out sketching or giving a talk, it's a chance to communicate what the location and the institution mean. You have the chance to learn about a new place, not only its beauty but also the is-

sues affecting it. Simply being in an unfamiliar geography can boost one's creativity.

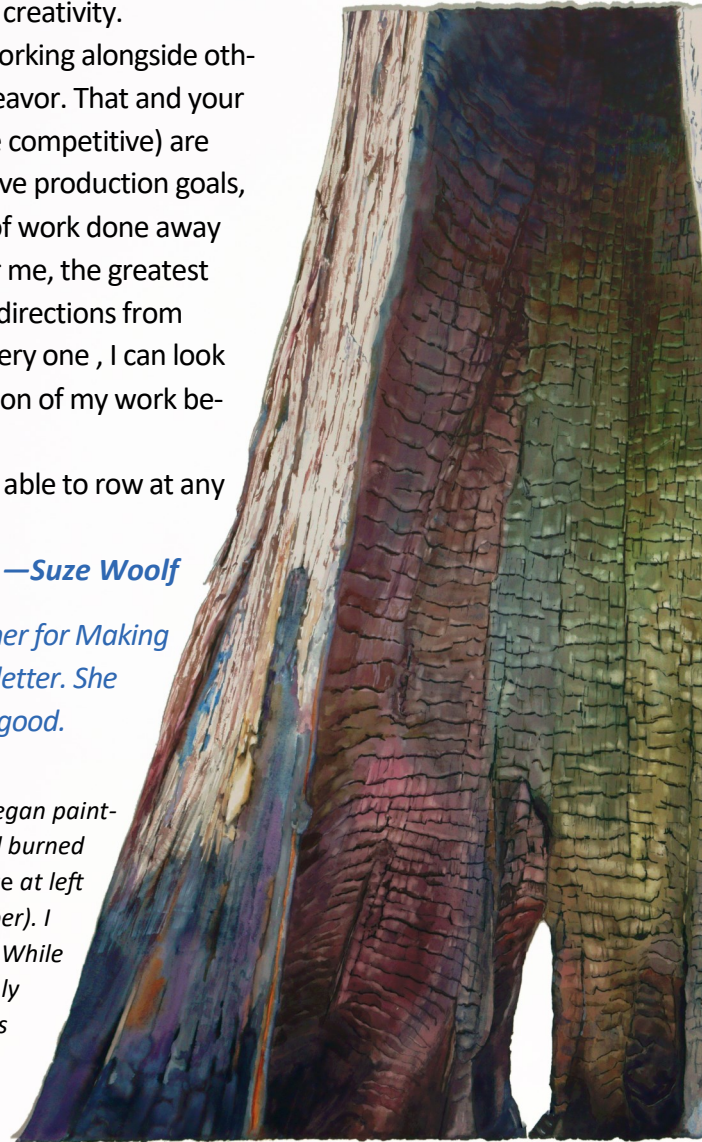
In art colonies, you are working alongside others who believe in the endeavor. That and your acceptance (most are quite competitive) are validating. Some people have production goals, and it is easier to get a lot of work done away from daily distractions. For me, the greatest value is the new ideas and directions from meeting other artists. In every one, I can look back and see some expansion of my work because of it.

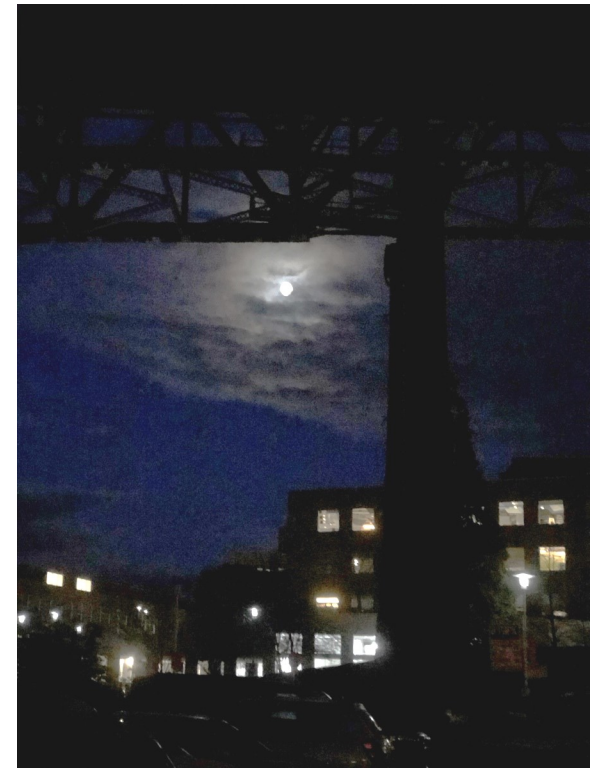
But so far, I haven't been able to row at any of them!

—Suze Woolf

Suze is the graphic designer for Making Waves, our quarterly newsletter. She consistently makes us look good.

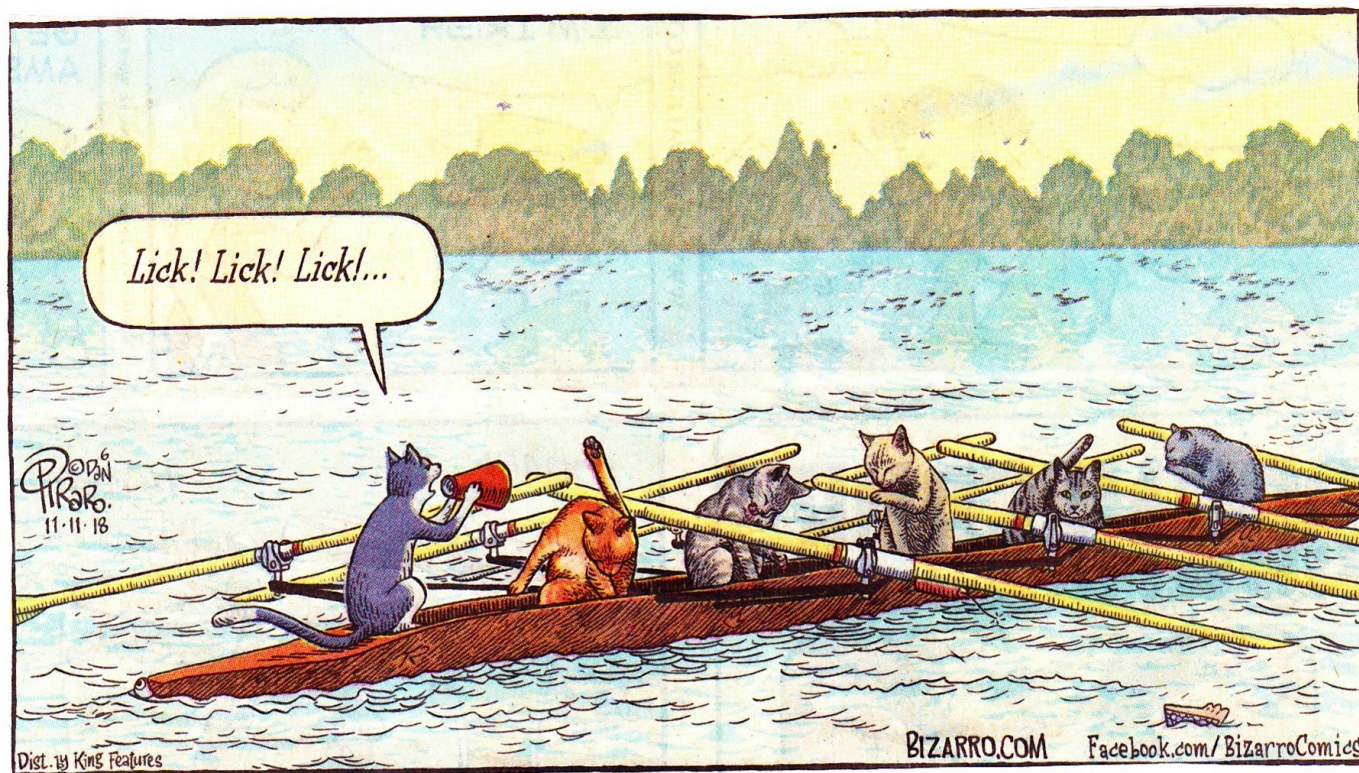
In 2011 at the Banff Centre I began painting large portraits of individual burned trees, like The Landscape of Fire at left (52" by 15", watercolor on paper). I did the first two as rectangles. While hiking in Zion in 2012, I suddenly thought, "Wait a minute, this is paper! It doesn't have to be rectangular. I can make it any shape I want!" I began tearing the edges of the paper to match the contours of the tree. Some 40-odd since, I am still at it. At right is part of the most recent example, Goodell Creek Cedar (52" by 45", watercolor on torn paper).





*Snow moon above the Aurora Bridge,
February 10, 2020 (Helen Newman
photos)*

THE BACK PAGE



(Image courtesy Dan Piraro)

Report Oil Spills 24/7

1-800-OILS-911

Washington Division of
Emergency Management

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!

lwrcnewsletter@comcast.net



For Sale

Bay 21 with oars, stretchers, boat cover, stroke coach. Used little; perfect condition. 2005 model. \$3000. Can be seen by appointment. Interested?

Call Bill Newman at 425-466-4758.