



Making Waves

The LWRC
Quarterly
Newsletter

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Tom Kreyche offers a preview of this year's race **Single-minded at the 70/48**

Suffering from amnesia, I signed up again (with my wife Lizzy's extreme indulgence) to row a single in this year's 70-mile SEVENTY/48 Tacoma-to-Port Townsend rowing and paddling race.

Last year's inaugural human-powered SEVENTY/48 was organized by the Northwest Maritime Center, which also organizes the mostly sail-powered Race to Alaska (R2AK) that departs Port Townsend a day after the SEVENTY/48 finishes. Given these events, Port Townsend is packed with an incredible assortment of rugged and adventurous people and an amazing assortment of watercraft—the spectacle is well worth attending, even if you're not a participant. The SEVENTY/48 presently appears to attract mostly regional participants, while the long-established and widely known R2AK has a much broader base of participants—not to mention a higher barrier to entry on all fronts: time, equipment, distance, people, and finances. This year's entrants in the SEVENTY/48 number over 100, about equal to or greater than last year, so it's

The author strikes a heroic pose in Kingston amidst 50 pounds of excess baggage (Tom Kreyche photo).

Making Waves — June 2019





Top: Team Blister on the Moon: Adrian Storb (LWRC) in 3 seat, together with Ole Mikkelsen (stroke), Terran Senftleben (2 seat), and Will Simpson (bow). In the Colvos Passage, east of Vashon Island.

Team Maas Aventura: Kelly Johnson (LWRC; stroke) and Ivan Medvedev (bow) (Photos © Northwest Maritime Center)

likely on its way to becoming an annual event with broader appeal.

In 2018's race, LWRC rowers participated in the SEVENTY/48 in a variety of boats: **Rainer Storb, Adrian Storb, Jeff Bernard, and Todd Silver** rowed an open-water quad; **Tyler Peterson** and **Greg Spooner** were in a Maas double; and I rowed a Maas 24. This year, **Kelly Johnson** and **Ivan Medvedev** are rowing a Maas double, Adrian Storb enlisted a crew for the quad, and I'm rowing one of the club's Bay 21s. **Dot Hall** will compete in her surf ski. (My apologies if I missed anyone.)

Single-minded rowers were in good company for last year's race. Of the 119 entries, there were about 80 solo racers in various types of craft—27 paddleboards, 25 kayaks, 5 open-water doubles/triples (including a double rowed as a single), and various types of open-water single-rower craft (coastal rowing boats, dories, wherries, and expedition rowboats). The diversity of craft was amazing. This year's entrants appear to be shaping up similarly, except possibly with fewer paddleboards and more open-water single boats. I used to regard paddleboards as Lake Union buoys, but seeing them in action on Puget Sound gave me respect for them.

Adventuresome types don't need to analyze why people participate in these events—it's mostly about personal challenge. A major decision is whether to participate to *compete* or to *complete*. Last year's race was winner-take-all, but this year there are classes of watercraft—which may change the equation for some people. The 70-mile course length is short enough that many people row or paddle straight through, while others choose to carry

**SEVENTY/48,
continued**

“Rowing or paddling a small boat at night on cold Puget Sound waters is not a ‘safe’ activity in the traditional sense of the word.”

*Upper right: Team
Aftermath: Dot Hall
Lower right: Team
Sundrop: Tom Kreyche
(Photos © Northwest
Maritime Center)*

more gear and camp overnight (mostly on Blake Island). Slower craft need to keep moving to finish by the 48-hour time limit. I discovered that rowing shells handle better without tons of gear strapped on their decks.

A bigger challenge is finding someone who has the same race philosophy, someone with whom you can be in a boat for 12+ hours and remain friends with afterwards. There is an increasing likelihood of someone becoming disabled for whatever reason as the number of people in a boat goes up. Minor problems that can be overlooked on a two-hour row cannot be ignored for this type of race.

Navigation and timing depend to a large extent on wind and waves in the Sound, especially the current in the Port Townsend Canal—which can run up to 4 knots in either direction, so it’s important to get the timing right. A photo from last year’s race shows someone walking on the sand along the Canal, pulling their boat. The south end of Bainbridge Island and the nasty tide rip off Foulweather Bluff should be avoided if possible. Generally, I find Puget Sound less intimidating than San Francisco Bay, where my wife and I formerly rowed out of the Open Water Rowing Center. For example, the Bridge-Bridge race (Oakland Bay Bridge to Golden Gate Bridge) presents the challenge of rounding the south pylon of the Golden Gate Bridge in an incoming 5-plus-knot tide – an unforgettable experience. I’ve also been nearly run over there by a submarine, snagged by a very long fishing line with a Christmas tree of hooks, and rammed by a large aquatic crea-

ture—cracking the boat hull.

Other big SEVENTY/48 topics include nutrition, safety, and conditioning. The key takeaway is that planning cannot be left for the last minute. Rowing or paddling a small boat at night on cold Puget Sound waters is not a “safe” activity in the traditional sense of the word. It can be safe enough with precautions, such as keeping clear of major traffic lanes, but there are ferry routes to cross and plenty of other boat traffic. Proper safety gear is essential, as are training in long-duration rowing and experience in Puget Sound open-water conditions. Lake Washington has a wide variety of wind and wave conditions



SEVENTY/48, *continued*

and is excellent for that purpose.

Last, but definitely not least, paddlers and rowers cannot participate in endurance races without strong support from the “home team” in whatever form that takes, so organizing (and motivating) family and friends to aid and abet is an important part of race preparation. These are the people who help with the detailed planning, are patient during hours of training, and who keep the hearth

warm for the adventurer’s weary return.

We’re fortunate that there are great opportunities here for getting experience in open-water races—Sound Rowers has a full schedule of regional events suitable for intermediate and experienced rowers. You can check them out at <http://www.soundrowers.org/>.

—Tom Kreyche

Tom wrote this account shortly before the race.

What to Row?

Participants in the SEVENTY/48 have another major decision—what’s the best craft to use? Of course, people will gravitate to what they own, can borrow, or get built in time. Puget Sound is rarely flat, and kayaks are a natural fit. Sit-on-top kayaks are wicked fast in the hands of experienced paddlers, while expedition kayaks are slower but can easily carry gear. Open-water rowing shells such as the Bay 21, Maas 24, and Maas double work well in Puget Sound but have no storage space. Wherries are heavy and slow but are a drier ride and can carry unlimited luxuries. I haven’t rowed a wherry but am curious as to how they handle wind, given the amount of exposed hull. Last year, Mike Walsh from Tacoma rowed a FISA coastal rowboat and did very well. This type of boat can easily handle adverse conditions, but they are insanely heavy and don’t seem to be catching on in the U.S. The Angus Expedition Rowboat is attractive—the design prioritizes comfort, storage, and stability over speed. Open-water doubles look like a good compromise, but it’s interesting that a double goes only about 20 percent faster than a single.

—Tom Kreyche

Editor’s Note

We never cease to be amazed at the accomplishments of our members. This issue focuses largely on the SEVENTY/48, a 70-mile race from Tacoma to Port Townsend that is staged as a precursor to the Race to Alaska (R2AK). LWRC rowers (and one surf skier!) distinguished themselves not only by completing the race but also by finishing near the top of the pack of over 100 entries.

LWRC was represented at April’s Lake Stevens Regatta, and the Moms savored the experience of competing at the San Diego Crew Classic that same month. In May, LWRC boats acquitted themselves well at Opening Day races in the Montlake Cut on a sunny morning. (And be sure to read the account of being “rescued” by a tugboat in the Ship Canal ...)

Off the water, our members once again turned out in force to participate in the Columbia Tower Big Climb, a fundraiser for the Leukemia and Lymphoma Society.

History buffs will enjoy reading about the colorful past of a vessel moored in the Ship Canal.

Special thanks go to loyal contributor Joani Harr, who has written 17 profiles for our newsletter!

Well done, all!

—Roberta Scholz, Editor

Opening Day 2019

LWRC for the Defense Return to the Montlake Cut

At this year's Opening Day regatta, the LWRC women's 30+ coxed eight was tasked with defending our hard-won 2018 title. We had defeated Pocock and Lake Union by a very narrow margin last year and knew that we had some difficult training ahead to prepare us for round two. We were again coached by **KC Dietz** and started our official training season in February alongside the competitive men's team, who were selecting lineups for the men's 30+ and 40+ coxed eight entries.

Beginning in February, we rowed three times per week, at first primarily in small boats to better isolate our tech-

nical changes. By March we were seat racing, switching athletes of comparable speed and skill among coxed fours and comparing the differences in speed as well as overall feel. After two weeks of seat racing, KC announced the athletes who would make the boat. With our lineup yet to be decided, we got right to work on figuring out the fastest configuration of athletes.

Last year, we had the advantage of competing as a crew many times leading up to Opening Day, but that wasn't the case this year. However, many of us had been rowing and erging throughout the winter and felt that as a team we

were much stronger and fitter than last spring. We also got to practice alongside the LWRC men's eights, a great source of motivation that pushed us to go faster every day.

With race day just a couple of weeks away, we finalized our lineup: **Brooke McCulloch** (cox), **Rachel Wong** (stroke), **Avery Cook Shinneman** (7), **Amy Hildebrandt** (6), **Teddi McGuire** (5), **Meghan Ricci** (4), **Megan Northey** (3), **Kelly Johnson** (2), and **Christine Akers** (bow). As we made final preparations, we focused on finding our common rhythm, meshing all our different rowing

styles into one cohesive unit. A common competitive spirit tied us all together.

Finally, race day arrived. We were stacked up against some tough crews: Lake Union, Pocock, and Everett. Lake Union and Pocock had both had crews in the race last year, which we ended up winning by 0.1 seconds in the final sprint. Suffice it to say, they were hungry

Men's 30+ 8+

Alex Lund, Bennett Shultz, Alex Weatbrook, Joey Domingues, Jordan Tigani, August Boyle, Gavin Gregory, Andy Rees, Abi Wells (cox)

Men's 40+ 8+

Christian Roth, Jeff Bernard, Paul Grigsby, Damon Feters, Damon Ellingston, Bob Thoreson, Mike Rucier, Jim DeMaris, Theresa Batty (cox)

Women's 30+ 8+

Defending 2018 First Place

Rachel Wong, Avery Shinneman, Teddi McGuire, Amy Hildebrandt, Meghan Ricci, Megan Northey, Kelly Johnson, Christine Akers, Brooke McCulloch (cox)

Opening Day, continued

“We kept our eyes locked on the start light, prepared for a quick start.”

for a rematch—and we were anxious to prove ourselves again.

We pulled into the starting platforms: Pocock in lane 1, Lake Union in lane 2, LWRC in lane 3, and Everett in lane 4. We kept our eyes locked on the start light, prepared for a quick start. As the official called “*Attention, go!*” the light turned green, and we were off. Immediately, we felt quicker and more together than in last year’s race, and we cruised through the first quarter of this race nearly six seconds faster.

Pocock and Lake Union had both taken an early lead, but we were holding just a couple of seats down on Lake Union. We were steadily pressing away from Everett. As we approached the 1,000-meter mark, Pocock began to open up their lead over the field, but we held steady with Lake Union. It was clear that this was going to be a battle up until the last crew crossed the finish line. We had settled at 34 beats per minute, a little high for what we had practiced, but absolutely necessary if we wanted to stay in the fight.

As we headed into the cut for the final 500 meters of the race, we continued to press against Lake Union, still maintaining overlap with their stern. Pocock led with open water—likely uncatchable—and we had open water on Everett. Brooke pushed us as hard as she could, yelling, “*I need you to give me everything you have, right now!*” Every stroke we took felt connected and powerful, but it wasn’t quite enough: Lake Union crossed the line three seconds sooner.

We collected ourselves quickly and began the long row back to the boathouse. Even though it’s never easy to lose a race, there is a certain satisfaction in knowing that we put everything on the line. Sometimes, you just aren’t the fastest crew on the water. On the flip side, we were still

pretty darned fast—for the first time as a crew, we pulled a sub-seven-minute 2K time, improving our time from last year by almost 11 seconds. It just goes to show that gold medals are not the only indicator of progress in this sport.

Next year, we hope to prepare by putting in more races leading up to Opening Day. You can be sure to catch our eight coming down the course at the San Diego Crew Classic again! We also hope to grow our competitive women’s group before next spring to give ourselves more opportunities to field the most competitive lineup possible and continue to improve. For now, many of us are looking forward to Northwest Masters Regionals for some fun, fast racing in smaller boats as we continue to represent LWRC on the race course.

—Rachel Wong



Harbor Patrol 206-684-4071

Also posted on the bulletin board in the boathouse.

Designer’s Reminder

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

“In the afternoon, the wind picked up and the course was shortened to 600 meters.”

Regattas

Bringing It Home at Lake Stevens

We had a small but powerful group from LWRC and the Moms. As your trailer driver, I get a view of the whole event. These regattas reflect a major amount of cooperation and volunteerism. In this particular regatta, thanks go out to all the participants—especially Teddi and Brooke. I would also like to thank Wispy and Julie for each taking time to ride shotgun to/from the race. It was a well-oiled machine with a lot of “metal” coming our way.

We started off with a beautiful morning, which is unusual for Lake Stevens. Some of us actually got to row the full 1,000 meters. In the afternoon, the wind picked up and the course was shortened to 600 meters. Our Lake Stevens hosts always go out of their way to make this a nice event, and they once again did an excellent job.

—Don Kuehn

For years, Don has faithfully driven the LWRC trailer to away regattas, making it possible for our members to participate.

Check out our programs!

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

A Good Day for LWRC!



GOLD

Mx 4X	John Alberti/Helen Newman/ Wispy Runde/Don Kuehn
W 4X	Teddi McGuire/Brooke McCulloch/Allison Thomas/Megan Northey
W 2X	Wispy Runde/Tory Laughlin-Taylor
Mx 2X	John Alberti/Helen Newman
W 1X	Wispy Runde

SILVER

W LW 2X	Barb Smith/Julie Smith
M 1X	Cody Jenkins
W 1X	Helen Newman

BRONZE

MX 2X	Cody Jenkins/Stephanie Thrasher
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**High Adventure
in the Ship Canal:
A Textbook
Example**

It Was All a Diplomatic Mission

The day Sara chose to improve rower/tug company relations was a cold and cloudy one. It was early spring, and the water had not yet begun to warm up. Not really a great day for a flip test, but apparently a perfect one for a tug rescue. Sara and I headed out early that morning in our singles, thinking to go to the locks and see if we could spot a seal. As we were passing a tug in the canal, its wash grabbed our oars and pulled Sara's under, causing her boat to flip. Then began the mad sucking in of air as she kicked through the frigid water, trying to right her boat and climb back in. Meanwhile, I drifted along just out of reach, calling out helpful suggestions like "That water must be freezing!" and "You almost have it!" and "Try again!" There may be a good reason why I'm not a coach ... or a Navy SEAL

I suggested she might want to climb onto a nearby dock by means of its ladder, and I'd row for help, but she was determined to get back into her boat. And she tried valiantly. Her oar had come out of its oarlock, but she got that back in and righted the boat, continuing her efforts to climb back in. She nearly made it

several times—but the tug's engine was still running, and its wash kept pushing her boat across the canal and into a barge anchored on the other side.

Finally, the two men who had been loading the tug for a delivery job of some kind yelled across the canal, "Need help?!" To which I nodded furiously from behind Sara, and she yelled back, "Yes!" They putted right over and pulled her—and her very heavy, waterlogged single—aboard their tug.

Then they all followed me up the canal to LWRC, where several of our lovely fellow LWRC members helped unload the boat and put it away while Sara ran for dry clothes and a hot shower. As soon as she was dry and warm, Sara and I went out for very large and very hot coffees and tried to think what we could do to repay the tug men for their kindness. A case of beer? A puppy? We settled on chocolate chip cookies and delivered them later that morning.

—Marcy Heffernan and Sara Harmon



*Sara
arrives in
style.
(Kelly
Johnson
photo)*

In the Ship Canal

Northwind in Victoria
(Photo: classicyacht.org)

Historic Vessel Finds Temporary Home in Local Waters

Learning something about the vessels in the Ship Canal is a bonus to rowers. More than a few fishing boats still in service were adapted from World War II cargo ships. The oddest WW II boats are craft built as motorized barges, intended for a single one-way voyage to Alaska during the war. They were built too well. Many are still in use today: you will see one, *Muskrat*, tied at the Ocean Beauty dock.

Recently I learned the history of *Northwind*, the fantail yacht moored in Salmon Bay. She is 130 feet, built on Lake Michigan in 1930 by Manitowoc Shipping for a rich American. Her story is a prize-winner.

The Classic Yacht Association reports:

“The British government gained ownership of *Northwind* during World War II. She played a vital role in the evacuation of British troops at Dunkirk and was often moored outside the Houses of Parliament. After the war,

she embarked upon a five-year, round-the-world cruise to promote British trade. This goodwill tour was apparently also a major intelligence-gathering expedition, however.

Northwind served as a venue for state and social purposes. As prime minister, Winston Churchill and certain members of the royal family graced her with their presence. Churchill reportedly painted on her aft deck during his postwar tenure. Princess Elizabeth (now Queen Elizabeth) dined on board while in Malta.

During the 1960s, ownership passed to the Nomikos family, Greek shipowners. *Northwind* again enjoyed hosting the famous names of the era, among them the Kennedys, who enjoyed cruising the Greek islands as guests of one Aristotle Onassis. Other guests included the notorious Christine Keeler and her paramour, John Profumo; traitor Roger Hollis; and the Sultan of Oman.

A Seattle couple, Camille and Kingston Peters, acquired

Northwind at Port d'Antibes, France, in 1982 and embarked on the adventure of a lifetime: sailing her back to Seattle under all types of conditions, including waves of up to 30 feet. She has remained in the U.S. since then.

[*continued on page 15*](#)





Kelly Johnson and Ivan Medvedev at the start of the SEVENTY/48 (Photo © Northwest Maritime Center)

Member Profile

Kelly Johnson Toughs It Out

Kelly Johnson grew up in Spokane with her parents and brother and was interested in sports throughout her public school years. As a student at Western Washington University, she attended a rowing informational meeting. It was love at first sight. One summer, she rowed at LWRC while working as a lifeguard at Sammamish State Park. The UW women's crew was also rowing out of LWRC, so she was able to work with them. It was thrilling, even though practices started at 4:30 a.m.!

After completing her business degree, Kelly moved to Seattle to pursue a career in technology. She also spent time training for marathons and other road races. In 2011, longtime friend and LWRC member Jeff Bernard suggested that she get back into rowing. Her initial motivation was to find a

way to get away from work at the end of the day, so she joined Evening League. She really enjoyed the camaraderie of that group, as they worked collectively toward becoming better rowers.

Over time, Kelly has also gotten comfortable in a single as well as in doubles and quads. She has discovered that she likes long-distance rowing. She entered the Great Cross-Sound race a year ago, after recovering from serious fractures ([see page 14](#)). Even though the race conditions were awful, her friend Howard Lee convinced her that those were unusually poor circumstances. Since then, she has entered other long-distance races and has gotten invaluable assistance from John Robinson on reading tide and current charts and learning how to calculate and plot a course.

Kelly's latest endeavor is the SEVENTY/48 race, which took place May 31–June 2. This race, organized by the same people who organize the Row to Alaska, is 70 miles long; participants have 48 hours to complete it. It is an unsupported race, meaning anything you

might need you have to bring with you—no one can meet you and provide a tent, dry clothes, food, or water. It starts in Tacoma in the evening and finishes in Port Townsend. Kelly is rowing this year's race with **Ivan Medvedev**, a former Evening League teammate and adrenaline-junkie adventurer. They plan to row continuously overnight and finish the race well before 48 hours have passed. They started training in late January, pursuing a schedule modeled after an ultra-marathon. They have also received a tremendous amount of information about the race from **Tyler Peterson** and **Jeff Bernard**, who rowed this race last year.

—Joani Harr

Kelly was the first woman to finish the 2019 SEVENTY/48. She and Ivan came in fourth in a field of over 100 entries. ([See pages 1-4.](#))



Martha's Moms Experiencing the Crew Classic

If I were to try to capture in one phrase my experience as a first-timer at the San Diego Crew Classic, it would be “constantly in awe.” Anyone would be impressed by the sheer number of people gathered at the regatta: over 4,000 athletes, and thousands more on-lookers, from across the country gathered on that weekend to compete in and watch 120 races. What gave me a newfound sense of wonder and gratitude were the wonderful and resourceful ladies of Martha's Moms whom I have the privilege of calling my teammates.

With 35 pre-dawn practices under our belts, 12 of us (plus Coach **Rachel Le Mieux** and Coach **Brooke McCulloch**) flew down to San Diego on that weekend in early April, ready to compete in two races: the Women's F 8+ and the Women's Club 8+.

Despite everyone's best efforts to make the weekend as smooth as possible, we anticipated challenging conditions. Our coaches cautioned us that it would be windy and choppy and that we should expect undercurrents along parts of the course. Rowing in saltwater would cause the boat to sit a bit higher on the surface than on Lake Washington.



Nevertheless, we all felt well prepared, having practiced many a start as well as the technique of sculling at the start line.

Race day for the club eight: Well fed and caffeinated, we arrived early to meet with Rachel and Brooke. Asking us to sit with closed eyes, they led us in a visualization exercise, making us feel calm and confident as we headed out for warm-up. With each stroke, I became less and less aware of the buzzing energy on the shore. Moving away from the hordes of spectators and the Jumbotron, I turned my attention inward, zeroing in on the rower in front of me and the rhythmic chunk of the oarlocks. The moment had come. Battling a side wind and choppy waters, not to mention some fierce competition, we ended up placing well enough to have another shot in the B finals the next day. On Sunday, conditions proved even more challenging—but we ended up nabbing fourth place in the B finals.

We left San Diego reinvigorated to take on the rest of the season. To the Moms—thank you so much for being a constant source of inspiration and strength! To LWRC—I'm so grateful to be a part of this extraordinary community. Can't wait to see what's in store for the next San Diego Crew Classic. Go, Moms!

—**Gunilla Luthra**

The Big Climb Redux

LWRC Climbers Support Leukemia Research for the 11th Year

will never do it again.

Those are always my favorite last words upon completing the Big Climb. Why do I kill myself every year, running in a stuffy stairwell? And what is the Big Climb, anyway?

The goal of this annual event sponsored by the Leukemia and Lymphoma Society is to raise awareness and funds to combat and cure this dreadful illness. The event, held every March, takes place in the Columbia Tower, a 73-story building with 1,311 steps.

The Big Climb has become an unofficial tradition at LWRC. The effort started in 2007, when our forever young captain, **John Alberti**, and the forever tireless **Tyler Peterson** participated. Since then, we have had numerous members, friends, and relatives run with us, but we all remember the main purpose of this event. As Captain John reminded us: Without research, he would not have survived his own battle against lymphoma. Most of us might also know other relatives or friends that have battled this illness. Some made it, but some did not.

An engineer by training, Captain John has a strict training regimen including target split times, by floors, written on his wrist. Tyler also



The Big Climb Redux, *continued*

Big Climb 2019 LWRC Participants

John Alberti

Rachel Alexander

Benjamin Cheung

Michael Cheung

Jan Chow

Kirk Force

Julie Greenough

Olivia Greenough

Blake Harmon

David Harmon

Nathan Harmon

Sara Harmon

Graham Hill

Gerard Letterie

has a YouTube Video that shows him training on the stairs at Howe Street. The rest of us all have our own training regimens, but the reality is: the moment you start the climb, you realize all your pre-race planning is out the window. Now, it's pass or be passed!

Yes, training hard and finishing strong is fun and can be exhilarating. Most of us can tough it out for the 15 minutes of pain in climbing up those 1,311 steps, but that pales in comparison with what leukemia patients have to endure. This year, Tyler set a great example by running TWICE. In doing so, Tyler said, he had the chance to look again at the pictures of the folks that did not survive their battles. That reminds us why we do the Big Climb every year.

By the way, Tyler's time in his repeat effort was still much faster than a lot of us did in a single attempt. How did he do it?

Since 2009, our efforts have raised close to \$90,000 for leukemia research and awareness. It's a great day when you can Climb.

—Michael Cheung

Recent Big Climbers





Coaches' Corner: Rowers Face Health Issues

Recovering from Traumatic Injury

Rowing is known as a lifelong sport—one that you can participate and compete in from your teens until old age, with a little bit of luck and the right training. However, most of us will face a major injury or illness of some sort in our lifetime. The recovery process from these traumas can often be long and difficult, and some of those afflicted are never able to return to our sport. But many people, including me, find the return to rowing to be extremely therapeutic both physically and mentally.

In October 2015, I had the misfortune of completely tearing my left-knee ACL. After a couple of weeks away from rowing, I was able to return to training and finish out the season, practicing and even competing in the Seattle University varsity 8+, where I rowed at the time. Because rowing is such a low-impact sport and I wasn't experiencing much lingering pain from the tear, I was lucky enough to

complete my final season at SU. In September 2016, I underwent ACL reconstructive surgery, in which the surgeon removed tissue from my patellar tendon and grafted a new ACL.

As an active person who rows year-round, I found the recovery process relatively short but mentally difficult. I was on strict bed rest for ten days following the surgery. During the next two to three weeks, I was able to walk with crutches and limited weight bearing. About a month into my recovery process, I began seeing a physical therapist to work on rebuilding my stability, strength, and balance—all of which had essentially disappeared in my left leg, now that my body was rebuilding the ligament from a small graft. I am lucky in that rowing was eventually beneficial to my recovery, and I was able to return to competition relatively quickly. I even completed the Bainbridge Island Marathon last September, a 26-mile open-water race around the island.

My double partner for the marathon, **Kelly Johnson**, also experienced a major injury in spring 2016. While gardening, Kelly fell 12 feet from an upper terrace to the cement driveway below, breaking both heel bones in multiple places. For two months, she had to remain completely non-weight-bearing—a major challenge for anyone, let alone someone used to rowing, running, lifting weights, and doing yoga on a regular basis. While in the hospital, Kelly was told that it would be about a year before she could return to sports, and close to two years before she could attain the same level of fitness that she'd had before her injury.

Now, three years later, Kelly just finished the SEVENTY/48 race with her double partner, **Ivan Medvedev**. [\(See pages 1-4.\)](#) This is a 70-mile open-water race from Tacoma to Port Townsend that challenges participants to cross the finish line in under 48 hours. Kelly and Ivan finished the race in fourth place, with



Rowers Face Health Issues, *continued*

What Rowing Teaches Us

As it has for so many, rowing has changed the trajectory of my life. Through sport, I saw the world, made friendships that endure to this day, and developed a (mostly) healthy obsession with the erg.

The lessons rowing teaches—particularly around setting a goal and working tirelessly to achieve it—stay with you for life. That is the most durable skill rowing has taught me, and I know my experience is far from unique.

Rowing careers come and go, but the drive remains.

—**Ed Winchester**
Rowing magazine

a total time of just 12 hours and 49 minutes. I can't think of another sport that allows you to come back from such a severe injury and not only regain the strength and skill that you lost but be able to perform at a far higher level than you could before.

Kelly and I, like many other members at LWRC, are familiar with the complex role that rowing plays in the recovery process from a major injury. After an initial recovery period with plenty of rest and physical therapy, rowing often proves to be the ideal form of exercise for those who want to get back in shape. It is gentle on the body. For both Kelly and me, rowing eventually became a critical part of our recovery while at the same time providing the perfect environment for us to push ourselves physically in ways we'd never imagined prior to our injuries. That's one of the greatest things about our sport: not only is it low impact enough to allow for lifelong participation, but it always offers new challenges for those willing to tackle them head-on.

—**Rachel Wong**
*Athlete Coordinator and Assistant Coach,
Seattle Scullers, and LWRC member*

Northwind, continued from page 9

In recognition of her unique history, all of *Northwind's* privileges—lost as a result of being taken out of U.S. registry in 1936—were restored on October 16, 1988, by a special act of the United States Congress.”

Thanks to <https://classicyacht.org/boats/northwind>
© Classic Yacht Association, 2019

Later history:

In the 1990s, *Northwind* was chartered by the University of Alaska to conduct research on *Exxon Valdez* oil-spill damage. One passenger reported being in very heavy seas and seeing “the bow twist to port and the stern twist to starboard.” He shared his trepidation with the captain, who coolly reassured him that as a riveted vessel, she had enough flex to absorb the stress of the seas. Had she been constructed of welded steel, she might well have broken apart.

Thanks to the *Peninsula Daily News*, February 3, 2019:
<http://www.peninsuladailynews.com/news/david-g-sellers-on-the-waterfront-classic-yacht-stirs-memories-for-sequim-man/>

Somehow, *Northwind* has survived the vagaries of history and climate and is still here for our viewing pleasure.

—**Dave McWethy**

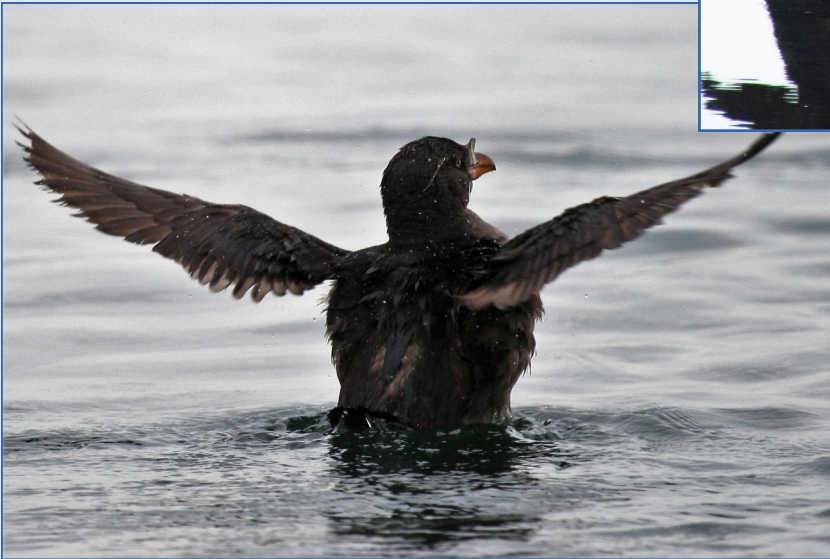
More information on *Northwind* may be found in:
<https://www.kitsapsun.com/story/news/2018/12/03/homeless-yet-historic-motor-yacht-northwind-moors-dyes-inlet/2198125002/> and <https://www.ptleader.com/stories/dunkirk-evacuation-yacht-restored-in-pt,1608>

THE BACK PAGE

A rhinoceros auklet, wings outspread, stretches while on the water. It is the only extant species of the genus *Cerorhinca*. They are seldom-seen birds, mostly by Puget Sound rowers and kayakers. Their status is threatened.

I took this photo (right) of two adult eagles, fighting over a crab, from my living room window last summer. Expressions are priceless.

—Jane Ritchey



Take advantage of the espresso machine!

It's in the meeting room at the top of the stairs.



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