



MAKING WAVES

The LWRC Quarterly

Vol. 12, No. 3
September 2026

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Around Lake Union



Bernie
Whitebear
Canoe Carving
Center
(All photos
Tanner Sment/
Jones & Jones)

There's something new to look at as we circle the red can at the south end of Lake Union. Between Goose Beach and the pedestrian bridge, an intriguing structure rises toward the sky. In recent months, large beams have become visible. Many of us have wondered what this orange-roofed building could be.

Making Waves answered that question in its [September 2021 issue](#). In collaboration with Seattle Parks and Recreation, the United Indians of All Tribes Foundation is building the Bernie Whitebear Canoe Carving Center on this site. Jones & Jones is the architect for the project. Construction began in 2023 and is now scheduled for completion in early 2027. More information can be found at the [Foundation's website](#) and at [SPR's website](#).

The center is named after [Bernie Whitebear](#), a Native American activist and co-founder of the Seattle Indian Health Board, the United Indians of All Tribes Foundation, and the Daybreak Star Cultural Center in Seattle. Whitebear fought for full civil rights and cultural preservation for Native Americans in modern times.

The canoe center is designed "to establish a vibrant cultural hub, public gathering space, and educational center to celebrate Indigenous history, art, and canoe culture," with classes and activities, said Tony Monroe, an enrolled member of the Yakama Nation and Facilities Director for the Foundation in Seattle.

The Center's location in the heart of Seattle will serve urban Native Americans in particular, supporting canoe

**“The offerings
will be open to
everyone.”**

*Below:
Bird’s-eye
view of
south end of
Lake Union
Right: Early
construction*

culture and acting as a base for the Intertribal Canoe Community, “eventually providing a launch and landing area at Goose Beach for carved canoes, paddling instruction, and cultural blessings,” he said.

Massive Douglas fir beams and logs will frame the entryway and support a “green” roof atop the canoe center. Its traditional Northwest Native style evokes an Indigenous longhouse. This is one of Monroe’s favorite features, but he is also excited to talk about the exterior terrace, which will become a covered workspace designed specifically for traditional carving, out in the open air.

He also highlights the building’s green roof, saying it “not only integrates sustainable building practices but also sets the stage for hands-on environmental education planted with native food [such as camas].” The

bulbs of the camas lilies were once a [staple](#) of Indigenous peoples living on Northwest prairies.

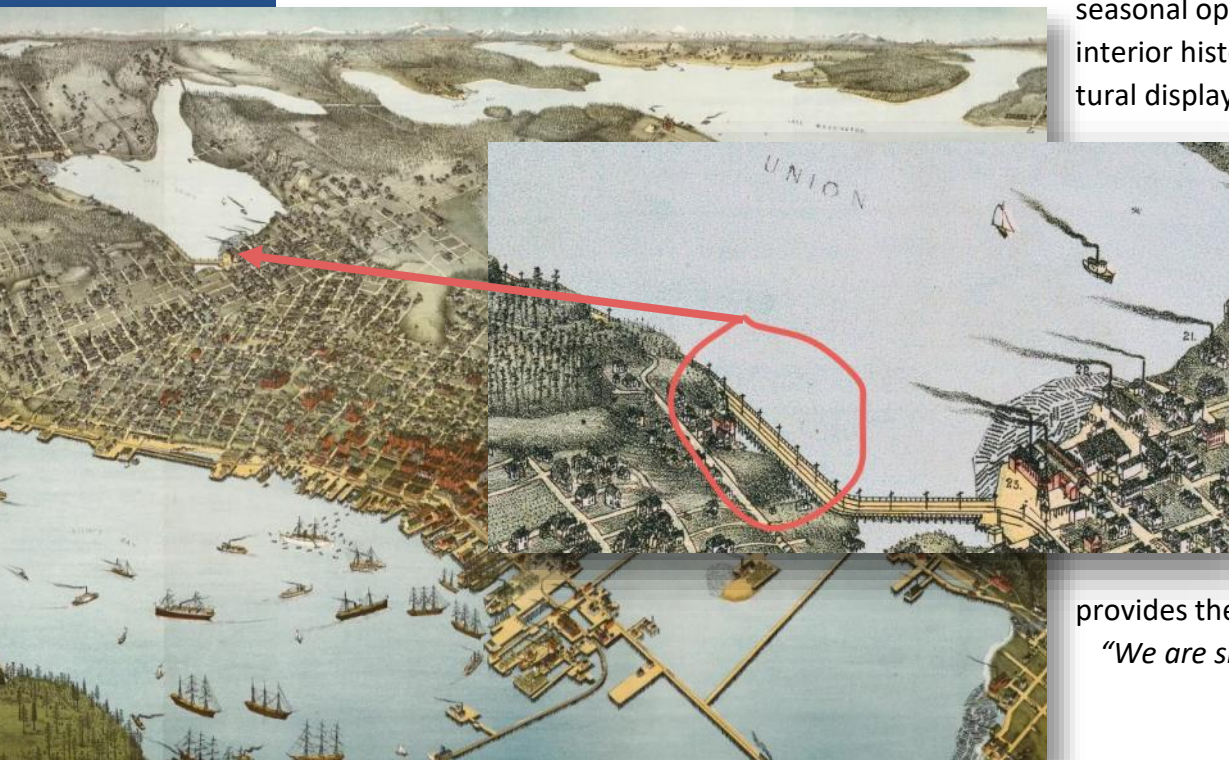
The vision for the center includes revenue-generating enterprises such as a Native gift shop and coffee stand as well as rentals of the venue for special events—weddings, for example—to support the activities at the center.

Those activities will not be exclusively for Native visitors. The offerings will include programming that is open to everyone. During seasonal operating hours, interior historical and cultural displays will be accessible to the public. There will also be community classes; school field trips; canoe blessings and feasts; and workshops covering Indigenous history, local canoe culture, and traditional arts. These will be led by carving specialists and expert artists in weaving, masks, and paddles.

According to Monroe, “The overwhelming majority of the center’s educational programs, exhibits, and marketplace spaces are structured to engage and educate the public at large.”

Ron Martinson with PSM Consulting Engineers, the principal in charge of structural design on the project, provides the following update on the construction:

“We are slowly but surely on the home stretch with the Canoe Center.”



Massive Douglas fir logs are incorporated into the design.

Our structural engineering part is done, and the architectural finishes are nearing completion,” he wrote in a recent email to Making Waves.

Martinson went on to explain that a funding issue forces an extension of the project timeline. But once it’s done, he expects the Canoe Center to have lots of staying power.

“The site is difficult for construction because the liquefiable soil would tend to spread toward the lake in an earthquake,” he said.

So they installed 25 composite steel-and-concrete piles (each of them over 50 feet long) for this tiny structure. The connections between the roof beams and posts include steel kerf plates and countersunk bolts to resemble traditional joining methods more closely.

Martinson anticipates that the contrac-

“The site is difficult for construction.”

tor will demobilize on the site in early February 2027. A grand opening celebration will be scheduled after that.

—Bellamy Pailthorp

Thanks to Ron Martinson for his contributions to this article.





President's Message

A Season of Momentum and Opportunity at LWRC

The spring season at LWRC kicked off with a well-attended FAST fundraiser social that reminded us how much our members love to

gather, connect, and have a good time while supporting each other. Spring also brought the start of regatta season!

More than 40 percent of our members participate in coached programs. LWRC rowers—whether racing as LWRC, in composite crews, or with Martha's Moms—have already logged over 110 regatta entries this year. It's been an inspiring season of energy, participation, and community.

But I especially love the fall season. As a kid, it meant the excitement of a new

school year with all its possibilities. As a rower, fall means crisp mornings and head races—my favorite time to be on the water. And as LWRC's Board President, I know that fall is the season for some of our

most important work.

Right now, Head of the Lake planning is

in full swing, once again guided by an outstanding committee led by **Mike Rucier**. The dedication of the leadership team, combined with the incomparable volunteer commitment our members demonstrate every year, makes this iconic regatta a point of pride for our club.

Keep your eye out for volunteer signups!

At the same time, the Board is looking ahead to 2027. In January, four of our seven Board positions will be up for election. With that in mind, we are currently committed to a thoughtful and robust strategic planning process this fall—one that ensures LWRC can hit the ground running in 2027 with clear priorities, realistic goals, and a budget aligned with our mission.

We're taking a close look at programming in order to provide appropriate guidance and tools to our new Program and Member Services Manager **Jill Pagano**. Our coaching team and program committee are developing a comprehensive plan for 2027—one that meets each member's needs, from beginner to highly competitive. We'll be doing the same with other operational areas so that we

enter the new year with a plan in place.

We're creating an orientation curriculum for new board members to review in order to help them better understand their roles and responsibilities and engage them quickly. Board Secretary **Jean Lee** has overseen tremendous work to document processes and policies—work that strengthens our operations and supports every volunteer who steps into leadership.

Before year's end, we'll offer opportunities for members to meet current board members, learn more about board service, and ask questions. If you're curious about how the board works, or if you're interested in helping shape LWRC's future, I hope you'll join us. Our club thrives because members step forward—whether to volunteer, to lead, to race, or simply to support one another.

LWRC exists because of—and for—its members. Volunteering has been at the heart of this club since its inception, and board service is one of the most meaningful ways to contribute to our shared future. To learn more, reach out to [me](#) anytime or to [Jean Lee](#).

I'm grateful for this community, inspired by the work ahead, and excited for what we can do together.

—Carolyn Fletcher, Board President

"LWRC exists because of—and for—its members."

Safety on the Water

Details Matter

Most of us check our boats before launching: foot stretchers, spacers, vents, riggers. Now's the time to add another item to the list—Carolyn Fletcher explains why.

Recently, **Page Crutcher** and I capsized in a pair, right by the mouth of our slip. We had rigged a pair that morning to prepare for Regionals. We'd had a good row up and down the canal and were heading home to the dock. I'd noticed what I thought was a rattle while we were rowing, and I had even reached out and checked our rigger bolts. But we didn't check the top nut of the oarlock! It came loose, and the oarlock fell off. One moment we were upright, and then we were in the lake!

Fortunately, an LUC coach was nearby and came to our aid. Many thanks to him, because he did exactly what a coach should do. He insisted we get into the launch immediately and *not* worry about the equipment. Once on board, we were able to pull the pair, as well as the loose oar, alongside as he brought us to the dock.

Lessons learned:

Check *all* your rigging—top nuts as well as rigger bolts. Especially after regattas, the top nuts are often loose.

If you think you hear something that doesn't sound right, *figure it out*. There's probably something wrong.

We were going to try to fix the nut ourselves, but **Susan Kinne** took the boat into the shop and did it right. That was a better choice.

When you capsize, *stay with the boat and accept help when it arrives*. We could not have gotten back into the boat, though we could likely have “straddled and paddled” if need be.

If you carry a phone in the boat, make sure it's fastened to the boat so you don't lose it if you flip. (I use CrewNerd on mine, to check stroke rates.)

—Carolyn Fletcher

Help Wanted!

Here at *Making Waves*, our schedules are getting a bit crowded. We could use some help with graphics and layout.

If you have experience in visual technology and would like to contribute several hours every three months, helping produce this feast for the eyes, please contact us at lwrnewsletter@comcast.net. We'd love to tell you more!

IF YOU ENJOYED AN ARTICLE

We'll pass your comments to the author!
**HAVE AN IDEA FOR A
STORY? [Contact us!](#)**

Editor's Note

In this issue, you'll read about a few things happening on our local waterways.

Bellamy Pailthorp updates us on the construction of the Canoe Carving Center at the south end of Lake Union, and **Suze Woolf** shares the story of preparing to row the grueling SEVENTY48 race from Tacoma to Port Townsend.

Amy Yunis describes LWRC's innovative Intro to Row offerings, and **Marcie Sillman** explores the glory of racing in the only wooden shell among fiberglass eights. **Carolyn Fletcher** has some good advice regarding safety—something to think about as we prepare for the fall racing season!

You'll also meet new Program Director **Jill Pagano**, who brings experience and enthusiasm to this position.

—Roberta Scholz, Editor

Designer's Note

As always, *Making Waves* is designed for screen reading in monitor proportions. You can print it on letter-size paper at 94%, but text is large, underlined links are live. Use [full-screen setting](#): Menu > View > Full Screen Mode, or the page icon in the lower-right sidebar, in Adobe Acrobat Reader.

—Suze Woolf

Member Profile

Introducing Jill Pagano

Meet Our New Program Director—

Empathy, Listening, and a Love of Learning

E*mpathetic.* It's not a word you often see at the top of a résumé, especially for a leadership position. Yet there it was, front and center on the application of LWRC's new Program Director, **Jill Pagano**. After meeting Jill, I understood why. Empathy is both a core personality trait and a guiding principle that shapes the way she teaches, coaches, leads, and connects with others. It is also likely to inform her approach to leading our club.

"I remember exactly what it felt like to be a beginning rower," Jill said. Because she took up masters rowing only a few years ago, the challenges of navigating classes, schedules, costs, and the steep learning curve of a new sport remain fresh in her mind.

Jill's path to LWRC began in 2023, when she and her longtime friend **Connie Gits** decided that life after raising children offered an opportunity to learn something new. They signed up for a learn-to-row sweep class at another club, launching what would become a shared passion. Jill stayed at her original club because she

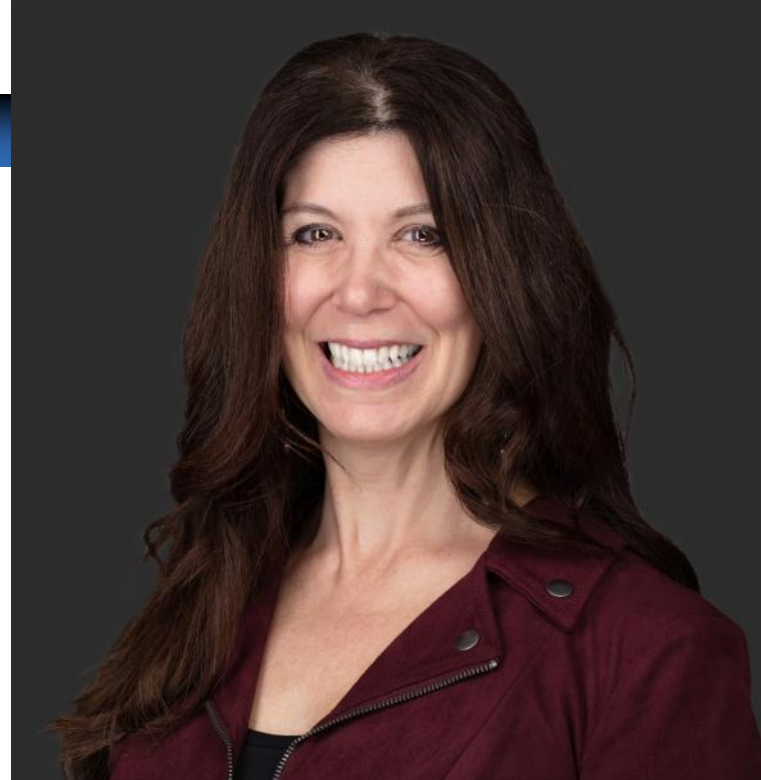
enjoyed sweep rowing, while Connie moved to LWRC to explore more sculling opportunities. As Jill expanded her rowing experience and developed skills in both sweep and sculling, Connie consistently praised her experience at LWRC. On the strength of Connie's recommendation, Jill decided to see the club for herself and soon made the move.

"What really stood out at LWRC was the warmth of the people and the respect shown by the coaches," she said. "As an adult learner, that matters."

Athletics has been a lifelong theme for Jill. Growing up in rural Idaho, she was constantly active. Her family nickname, "Shaky Jake," reflected her boundless energy and inability to sit still. In college and beyond, she embraced a wide variety of physical activities, from teaching aerobics to skiing, rollerblading, and other outdoor pursuits.

What attracts her most is not exercise alone, but learning.

"I like activities that involve skill," she explained. "I enjoy figuring out how my



body works and learning something new."

That curiosity helped shape a successful career in fitness, wellness coaching, and mind-body education. She owned and operated her own studio, became a board-certified wellness coach, and authored the book *Getting Happy with Your Body*, published in 2019. The book reflects a philosophy she still carries today: developing a healthy relationship with one's body rather than treating it as something to be controlled or pushed beyond its limits.

"How do you build a relationship with your body?" she asks. "For me, it's an ongoing conversation."

*Jill Pagano
(Photos
courtesy Jill
Pagano)*

Member Profile

“Being a bridge . . . intrigues me most.”



Making Waves—September 2026

Today, she brings that same mindset to her new role at LWRC. Though she is stepping away from full-time teaching and coaching, she sees this position as another form of service.

Her early vision for the role is simple but important: *To be a bridge.*

“I want to listen to members, listen to coaches, and help connect those perspectives,” she said. “I also want to help members better understand the tremendous amount of work that happens behind the scenes.”

She has been especially impressed by the dedication of LWRC’s volunteers and board members, whose efforts make the club’s mission possible.

Looking ahead, she is excited about opportunities to strengthen programming, support coaches, and help members better understand their own rowing development. Her background in coaching, wellness, and curriculum design may prove especially valuable as the club continues to refine learning pathways for rowers at every level.

For now, she is focused on listening, learning, and building relationships.

Connie Gits and Jill Pagano

If her first few weeks are any indication, LWRC has gained more than just a program director. We have gained a thoughtful advocate for members and coaches alike, someone who believes that growth begins with curiosity, respect, and genuine connection.

“Being a bridge between members, coaches, staff, and volunteers,” Jill said, “is what intrigues me most about this role.”

—Lynne Robins



PASS THE WORD

Has an LWRC member done something worth recognizing, on or off the water?

lwrnewsletter@comcast.net

Check out our [programs!](#)

Harbor Patrol 206-684-4071

And on the bulletin board
in the boathouse

Intro to Row at LWRC

Legs, body, arms / arms, body, legs—remember the days of learning how to sweep row? Trying to figure out your own body movements while also trying to coordinate with the person in front of you—and not get punched in the kidneys by the person behind you?

If you've been around the boathouse on a recent Sunday morning and wondered who all the strangers were, chances are this was an **Intro to Row** class.

As part of LWRC's mission to share the beauty and joy of rowing with the local community, LWRC has been partnering with various organizations to offer free two-and-a-half-hour Intro to Row classes. This year we've welcomed [Outdoor Afro](#), [Outdoor Asia](#), [Row House](#), [Holy Names Academy](#), and the [Queer Scouts](#). On September 13, we'll join with [Team Survivor](#) for our last Intro to Row gathering of the season.

With the generous help of coaches, coxswains, and many volunteers, participants are introduced to erging and then taken out in sweep boats—rowing by fours, sixes, and eights (!) and typically ending in a 20-stroke or one-minute “race.” What ensues is a lot of fun and community-building. Afterward, we watch videos of the row, chat about rowing, discuss options for people to launch their rowing-obsession journey, and have scrumptious snacks in the lounge. So far, we've received very positive and enthusiastic feedback, and a few people have even signed up for Learn to Row classes at LWRC and elsewhere.

If you have any suggestions for partner organizations or would like to join in as a volunteer, please contact [Amy Yunis](#).

—Amy Yunis



Ready, set, go! (Photos courtesy Amy Yunis)



Preparing for a 70-mile over-night race is not for sissies. Ken Barnes describes how he did it.

Ken Barnes rows Tubby Patrol under the Oak Bay Bridge, race almost completed. (Steve Price photo)

2026 Seventy48

Preparation is Paramount: **The Post-Mortem**

The weekend after Memorial Day, I did a thing. Three days later, I am still feeling it. Typing has gotten easier, but I still don't register the keys with the numb fingers: acute carpal tunnel syndrome. The open blisters are ugly but inconsequential, though they get me out of dish duty. My butt is bruised, but it's a minor insult.

I was intrigued the first time I heard about the Seventy48 race five years ago. It sounded like an adventure, but an achievable one. People do it in rowboats, canoes, sea kayaks, surf-skis, paddleboards, and even sailboats with rowing and cycling attachments. Sails are not allowed. The speedy folks do it without stopping, but you can camp along the way. It starts at 7 p.m. from Tacoma's Foss Waterway. That way, most finishers show up in Port Townsend during daylight—making for better photos and a bigger cheering section.

I'd done only one other ultra event, a 400K one-day bike ride. But this race would be non-weight-bearing in a stunning setting, albeit mostly overnight. Sea kayaking didn't appeal, so I needed to learn to row. In late 2022, I joined Pocock and started singles rowing. In 2023, I bought a used Tubby (Maas Aero

with self-bailer) and cartopped it cross-country, rowing almost daily for seven weeks—from Lake Louise, Alberta, to a quiet lake in Maine. And Craftsbury.

The Training—Pocock Coach Megan put together a training schedule for me. Venturing onto Lake Washington for a four-hour row on a day with strong northerlies, I gripped my oars too hard in gnarly water and got a wrist injury that prevented me from entering in 2025. I adapted her training program this year, starting in late February. The pattern was two weeks of building, one week of peak training, and then a recovery week. Within that pattern, I would do a "stack" every other week—two back-to-back longer

training days. The first stack consisted of rowing two hours on two consecutive days, with the second stack being three hours—then four, five, six, each for two days. I ended with an eight/seven stack two weeks before race day, then a two-week taper down. On non-stack days, I showed up at my normal Monday/Wednesday/Friday Masters Sculling Team (MST) practices, and on Tuesdays/Thursdays did fitness/weight training. You might think I was training seven days a week, but it usually amounted to five or six days weekly, with longer stacks on days with good weather and fitting my personal schedule. That training turned out to be perfect for me. I didn't get injured, and I felt strong throughout the entire race. I could even have sprinted for





Above:
Official
race map
cover on
sale at
[Seventy
48.com](http://Seventy48.com).

the finish, had I been neck-and-neck with a competitor.

The Boat—Though I was generously offered the use of a Maas 24, I chose to stick with my Tubby: it was mine, so I wasn't worried about damaging someone else's boat. And in rough water, I felt more comfortable doing a full stroke in my Tubby, all the way forward for a good catch; this took 10 to 15 seconds off my split in rough water. Plus, my gear fastened easily to its rigger — the only real storage for items during the race. My race name was "Tubby Patrol."

The Gear—I obsessed over my gear, trying three different navigation systems, four lighting systems, three backup battery systems, two food/hydration systems, and two types of gloves. I wore an NRS thin wetsuit with full-length legs and separate full top under a Gore-Tex jacket. I wore bike shorts underneath, with no underwear. Neoprene booties with rough treads fit into the Tubby footholds and made rugged beach entries easy. I wore my normal baseball cap with mirror plus a light-

weight buff to protect my ears from wind/sun and to absorb sweat. I knew from my long training

rows that my biggest anxiety was urination. It's hard to find a place to pee when you are rowing around Mercer Island!

Going ashore would lead me astray of the best lines and take too much time. So I rigged up an external catheter system with a tube emptying by my ankle. That saved me a lot of time and anxiety.

I also wore a running vest with room for a 2.5L hydration pack on my back and maybe a dozen small pockets for food and marine VHF radio. It covered only my ribs, leaving plenty of room for my hands at the finish.

Some of my early food, and all my fluids, included small amounts of caffeine, which I had heard would magically get me through the night without hallucinations. I brought 6,400 calories in food and drink. I expected to burn about 500 calories/hour; my planned time to the finish was 16 hours, so I'd use 8,000 calories. I knew from my training that this math didn't work, that I was burning stores and never felt I was using 500 calories/hour. But I wanted to cover the possibility that there'd be heavy winds that would lengthen my time to 20 hours. I knew there was one Good Samaritan rest stop where I could restock. Half my food was in my vest, and the other half in a dry bag strapped to the deck. I also had a two-liter fluid bag on the deck. I drank four liters for the entire event and was probably a liter under, but for the last 1.5 hours I was more focused on finishing than drinking. My

caloric intake was only 2,500, quite a deficit, but I never hit the wall. (Perhaps it was the gingersnap cookies and brownies my wife passed to me as I was getting into the boat?) I carbo-loaded for two days before the event and consumed a non-alcoholic beer, a big plate of French fries, and a banana in Tacoma three hours before the start.

The Course—My navigation was mostly good. I picked a poor line north from Point Defiance toward Vashon Island, further east than others in false hopes of shelter from the northwesterly wind. Didn't work. We battled it until the north end of Vashon. I stuck closer to the Vashon side of Colvos Passage, since it was the shortest line. I didn't cut close to Blake Island, because I knew there were back eddies close to the shore. I did stop near the marina to get a butt break and chat with the Hawaiian Ocean Canoe-6 team. I had to wait for the Bremerton and Bainbridge ferries to go by. I stuck close to Bainbridge Island.

By Kingston, I'd moved much farther from shore because the ebb tide flowing north had started. The fastest flow is in the middle of the sound, but that is also the shipping channel; touching the channel is an instant disqualification. So I paralleled the channel the rest of the way to Marrowstone Island. It was a great ride!

I generally did a 3:00–3:15 split without



At the
finish line!
(Julie John-
son photo)

tidal influence. But as the ebb picked up, my split gradually decreased, hitting a 2:00 for nearly an hour. I flew by the teams that were sticking closer to shore.

I could usually tell where I was in the tidal flow, thanks to my SpeedCoach. Several times, I'd be rowing at a 3:00 split when suddenly, the SpeedCoach would read 3:45. This told me I had just passed some

eddy line and was now battling the water. I would immediately point back to where I thought the more favorable current was. My phone's boating navigation app wasn't tuned to the constant surge-and-coast cycle of rowing, thus didn't provide meaningful speed indications.

The Outcome—I finished the race at 14 hours 24 minutes, well ahead of my planned time, good for tenth place overall and third among the rowers. First overall was a three-man surf-ski team who finished in about ten hours. The first rower (fifth place overall) was a 53-year-old from Minnesota in a Maas 24 who was about two hours ahead of me. The second rowboat, a coastal Fillipi double from Port Townsend, was seven minutes faster than I was. The Minnesotan got

the prize for first individual competitor, and the double got the prize for first vessel going backward. (You can win only one prize.) I'm thinking my early wind-avoidance navigation easily cost me seven minutes. Oh, well.

The Experience—The early part was the hardest, once darkness hit. I was battered by the waves, bouncing randomly in the dark. With no horizon line for reference, and looking at the stern light—whose movement is unrelated to gravity—one can become dizzy or seasick. I didn't, but it was calming to glance to the side and see shore and recognize beauty. Three hours in, I asked myself, "Why am I doing this? I still have more than 12 hours to go. Why not just row to Southworth and get picked up in the morning?" Things got more pleasant once the wind moderated, and I could focus on good strokes and optimal navigation. From that point on, I no longer thought about quitting.

I didn't do much deep thinking during the row. My main mental exercise was counting strokes. Counting to 100 and then starting over seemed to make the time pass more quickly. Ultimately, I set my SpeedCoach to stroke counting because I was losing the count; the device kept me on track (as though it really mattered!).

Conclusions—Will I do it again?

Not sure. Two weeks before the race, I told my wife: "I hope I don't love it." I was in the most intense part of race prep, and it had taken over our lives. Such a row isn't social: you are rarely within hailing distance of your competitors. After the finish, I was focused on self-care and my gear.

There were things I could do differently that might lead to an improved time. Yet the course has so many opportunities to screw up, it isn't clear that my result would be better enough to get excited about repeating this challenge. I'm worried about my carpal tunnel issue: I hardly slept the night after the race because the pain was 10 out of 10. I got my first full night's sleep on night three after the race. Now it is getting better.

I did love the long, slow distance training. My nighttime row around Mercer Island was stunningly beautiful, and my strength and speed have notably improved for my MST group sessions, which is really cool! Ask me again in a few months.

—Ken Barnes,

Pocock Rowing Center member

Thanks to Ken and Pocock for allowing us to reproduce this article.

Read more about the Seventy48 in the September 2019, March 2023, and September 2024 issues of [Making Waves](#), or check the [race website](#).

“It’s clear from the wide smiles that a good time was had by all.”

Looking Backward . . . Past to Present Races Remembered



If you’ve stopped by the LWRC boardroom lately, you may have noticed that some of the photos that once adorned the walls have come down, replaced by newer shots.

We haven’t tossed these bits of history. Instead, we’ve embarked on an archival tour of sorts. Today we look back at one of those pictures, reviving another story that didn’t grace our boardroom wall but that lives

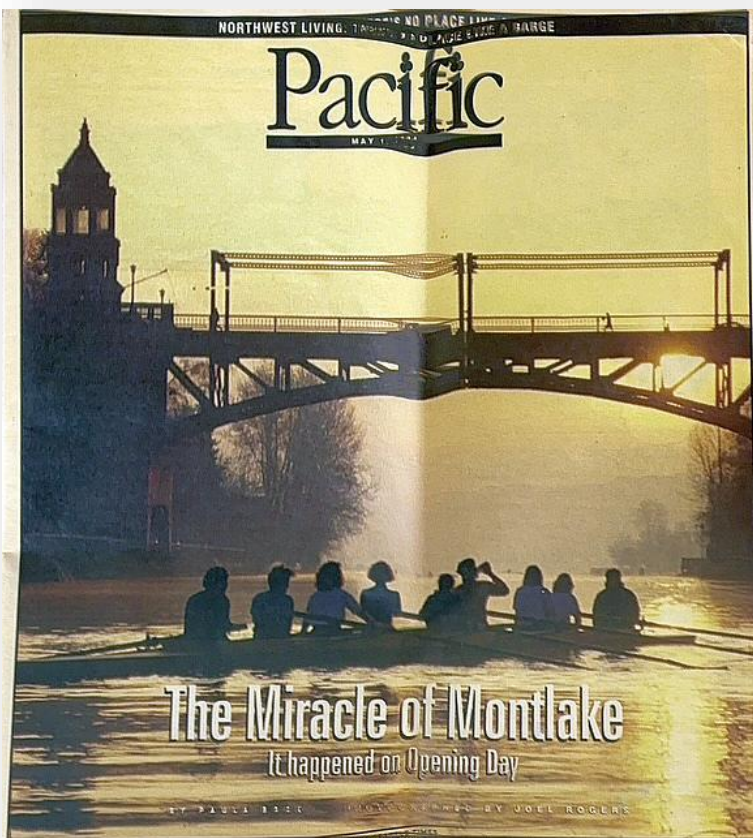
on in memories.

First, as documented by an anonymous photographer: Coxswain **Marilynn Goo** and her victorious Women’s Masters 8+ crew in San Diego, 1997.

Marilynn proudly stands in front of her rowers, all smiling for the camera. Left to right, they include **Lee Smith** (daughter of **Barb**), **Narayani Burdick**, **Susan Tytus**, **Beverly Sheridan** (holding the trophy with Susan

1997 San Diego Crew Classic. From the LWRC archives.

On the
Montlake
Cut:
Training for
Opening
Day, 1993
(Joel Rogers
photo)



Tytus), **Judy Suor**, **Susan Kinne**, **Ginny Senear**, and **Sue Nelson**. Many of these rowers are still involved with LWRC. Some are still racing!

Nobody had clear memories of this particular San Diego Crew Classic, but it's clear from the wide smiles that a good time was had by all.

Crew member **Beverly Sheridan** shared thoughts of a different race when queried about the archival photo, a memory that was documented in 1994 by *Seattle Times* reporter Paula Bock and LWRC's own photographic genius **Joel Rogers**.

The *Times* article chronicled a 1993 Opening Day win by an LWRC Women's Masters 8+. It was also the first

LWRC women's appearance at the regatta in six years—and to read Bock's article, an unlikely victory in the *Swetnam*, the only wooden shell in the race. (See [photos on next page.](#))

"The other crews looked like regal Lands' End models with their fiberglass shells and long, long legs sheathed in Lycra," Bock wrote in 1994. The implication was that the LWRC crew barely held their heads above water. Well, the boat may have been wooden, but the athletes were not.

The winning crew featured some of the same rowers who went on to victory in San Diego in 1997, including stroke **Lee Smith**, **Ginny Senear**, and **Beverly King** (now **Sheridan**).

The crew was handpicked and coached by the legendary **Frank Cunningham**, and Sheridan remembers the controversies his choices kicked up. Despite those controversies, and the added handicap of the *Swetnam's* extra weight, LWRC won that race. Sheridan keeps copies of the *Times* article even today, more than 30 years after its publication. "It reflects how proud we were of ourselves," she wrote to me.

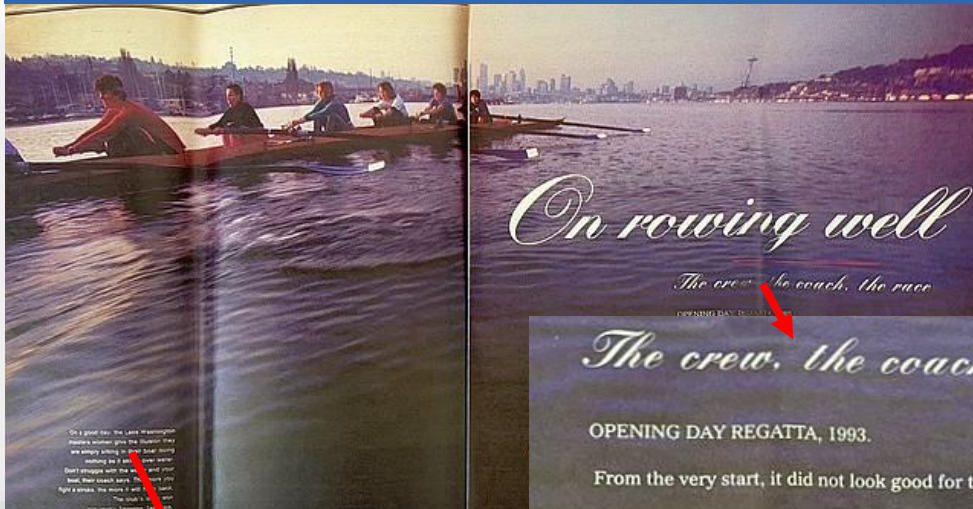
The article, titled "The Miracle of Montlake," is worth a read, but not just as a chronicle of an unlikely win. It's a document of Frank Cunningham's crusty coaching style and a testament to his rowing philosophy: Don't think—just *feel*.

I recall another Opening Day more than 20 years later. Cunningham met us just before we launched. His advice? Just relax and remind ourselves that "the peace is in the lotus."

—**Marcie Sillman**



THE BACK PAGE



On rowing well

The crew, the coach, the race

The crew, the coach, the race

OPENING DAY REGATTA, 1993.

From the very start, it did not look good for the Lake Washington Rowing Club's masters women's crew.

That is to say, the other teams looked like regal Lands End models with their sleek fiberglass shells and long long legs sheathed in matching Lycra tights, not a baggy knee or nubbed-out inseam in the bunch.

Especially those Seattle Yacht Club women. Tall and willowy. Royal blue and white. A designer crew that looked as if they always wore the right clothes, as if they shopped together, as if they mail-ordered thigh cream in bulk. Or worse yet, perhaps they were all born that way, with those lean muscular legs. Born to row.

On a good day, the Lake Washington masters women give the illusion they are simply sitting in their boat doing nothing as it skims over water. Don't struggle with the water and your boat, their coach says. The more you fight a stroke, the more it will fight back. The club's crew won last year's Opening Day race.

From The Seattle Times
Pacific Magazine
May 1, 1994:

"On Rowing Well
Written by Paula Bock
Photographed by Joel Rogers"

"The opening day of boating season, May 7, is this water-loving city's true rite of spring. Be where it counts, in a shell on the cut."

"Underdog winners of last year's Opening Day Race, the Lake Washington Rowing Club's masters women are a spirited and motley crew..."

Thanks to
Beverly
Sheridan for
providing
the Seattle
Times
article.

