



Making Waves

The LWRC Quarterly Newsletter

Vol. 1, No. 3 Autumn 2015

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New Shoes on the Dock: Chris Tiedemann

Chris grew up in rural Connecticut and considered pursuing a piano performance major in college. Eventually, he completed a degree in linguistics from Oberlin College. After graduation, he taught English in Japan for two years and then landed in Seattle. Currently, Chris owns and manages Prolumina, a trial communications consulting firm that assists attorneys in getting better results in their trials.

About two years ago, a friend got a special offer for a Learn to Row class and invited Chris to join him. By the time the class came along, the friend was no longer interested—but Chris signed up for LTR1 that fall. A year later, in fall

2014, he completed LTR2. Around that same time, LWRC veteran Damon Ellingston contacted Chris to invite him for a social row as part of our email and phone effort to reach out to potential new members. Chris promptly signed up for the New Year's Day 2015 row, which "kicked my butt."

Currently, Chris rows with the Novice League and really enjoys getting in better shape—as well as the camaraderie of rowing with this group.

—Joani Harr



Kudos: Some Like It Hot

Congratulations to those hardy souls who represented LWRC at the USRA Northwest Regional Championships in Vancouver, June 26–28. (You know who you are!) Temperatures reached 96 degrees on the first two days, but our troops soldiered on. Look for Damon Ellingston's report elsewhere in this issue!

Editor's Note

In this issue, we continue to explore LWRC's history. You may be surprised to learn that our club not only represented the United States in the 1960 Olympics but also revolutionized training regimens for elite rowers. Check it out on pages 6–8.

Continuing in this competitive vein, LWRC rowers raced at the Northwest Regional Masters Championships in Vancouver, Washington, in June. Damon Ellingston reports (pages 3–5).

We also offer food for thought regarding safety on and off the water. A beautiful row can suddenly turn nasty, so check out the safety tips offered by our members and by a U.S. Coast Guard captain (page 12).

Thanks to everyone who contributed to this issue—we couldn't do it without you! And if you know of a newsworthy topic to explore, tell us: lwrnewsletter@comcast.net.

Enjoy!

—*Roberta Scholz*



The LWRC membership includes several talented artists, and we'd like to feature some of their work. Please share your creations with your fellow rowers!

lwrnewsletter@comcast.net

From the President: A Note from Marcie

A few weeks ago, I went out in the coaching launch with Bill Tytus. We talked about the usual stuff—who was rowing well, who needed to “row with abandon.”

Then we got to discussing LWRC's future. Bill commented that LWRC needs to look to our younger members to help build a foundation for the coming decades. This means YOU!

We've had a flurry of new members this year, and that is so exciting. Welcome to our club! One thing that differentiates us from most other local rowing organizations is that we are indeed a *club*. When you join LWRC, you become a shareholder in everything from our fleet of club shells to our beautiful boat-house. That wooden shingle that needs staining? The leaky shower head? All yours.

Or rather, all OURS.

We need your skills, your energy, and—most of all—your commitment to keep our club afloat. Sometimes it might feel intimidating to come up to strangers and ask what you can do to help. Look for me, Janet, KC, or any of the coaches who can steer you our way.

Whether you like to crunch numbers, pull weeds, or sweep the boat bays, we need you!

Ask not what LWRC can do for you, but what you can contribute to our rowing club.

And thanks!

—*Marcie Sillman*



Board members Janet Walker (left) and KC Dietz (right)

Regattas: Summer Racing News



Some will remember 2015 as a summer of intense heat. For LWRC it was a summer of intense racing in two high-profile events: US Rowing NW Regionals at the end of June, and the Green Lake Summer Extravaganza at the start of August. Each event was a success in the hardware department, but more importantly, they were a lot of fun!

Regionals

A small but sturdy contingent of LWRC rowers showed up at Lake Vancouver, Washington, on what was supposed to be the hottest weekend on record, with highs predicted well into the 100s. Thankfully, those temperatures never quite materialized, and conditions ranged from the low-to-mid-90s on shore and

cooler on the water. Beach launches were a welcome relief! The heat did not keep people away, as this was the largest NW Regionals ever, drawing rowers from Alaska to California and from both coasts.

The dynamic duo of **Roberta Scholz** and **John Alberti** got things rolling Saturday, reprising their gold-medal performance from last year in the mixed double. Novices **Dot Hall**, **Tom Ahearn**, and **Chris Tiedemann** turned in solid performances in their first sprint races ever. Especially exciting was the men's D 2x, with **Chris** and **Tom** fighting down to the wire to pull ahead of last place by 0.1 seconds, with coaches and teammates screaming, "Go LWRC!" from shore.

The last event of the day was LWRC's marquee match-up of the regatta: the mixed masters 8+. Two composite crews from our boathouse entered the race: **LWRC/MOMS** and **MOMS/Ancient Mariners**. In-house

rivalry, friends versus friends—this was about more than just a medal: this was for REAL! There was a lot of emo-

tion in those boats as we pulled up side by side in lanes 3 and 4. As it happened, the LWRC/MOMS boat prevailed, with Roberta stroking the crew to a silver medal. Much laughter and camaraderie ensued.

Sunday was spent mostly packing up boats and saying good-bye to old friends and new, with **Robert Meenk** and **Damon Ellingston** picking up a couple of 1x medals along the way. By 3 p.m., the Transportation Team (**Don Kuehn** and yours truly) were headed back *continued on page 4*



Right: Roberta Scholz and John Alberti (Chris Tiedemann photo)

Far right: Dot Hall, Tom Ahearn (Chris Tiedemann photo)



Summer Racing News, continued



continued from page 3

to Seattle with a truckload of racing shells ready to be rowed Monday morning. Fast-forward to:

Green Lake Summer Extravaganza

As small as the LWRC crew was at Regionals, at Green Lake we were a multitude. With everything from juniors to seniors, novices to veterans, we fielded over 25 boats from five different programs: Juniors, Novices, Race Camp, college members, and the OGs (a.k.a. Club Nemesio). It was heartwarming to see so many people new to rowing suited up and racing in the blue and white. Our novice women won silver, and Race Camp took bronze. Hooray for LWRC!

*Below: Extravaganza masters women's 8+ at Green Lake
(Chris Tiedemann photo)*



*Right:
Nemesio
Domingo and
Damon
Ellingston
at Green
Lake*



Other highlights of the day:

Dale Peschel winning the men's masters 1x—three cheers for Dale!

Coaches **Katie Zatorski** and **Amy Hildebrandt** repeating their silver-medal performance from Regionals in the women's A 2x, a very competitive event—and coaching, too.

LWRC's brand-new quad winning gold in its first race, as propelled by the oars of **Katie, Amy, Mike Rucier, and Andy Rees**. Way to break in the new quad, guys!

Coach **Melissa Hayes** organizing the entire Extravaganza for us, using her ingenuity and,

where necessary, a roll of electrical tape. Thanks, Melissa, for putting together a great event.

With the 2015 sprint season in the books, it's time to look forward to autumn leaves and fall head racing. Row for the Cure starts things off on Sunday, September 20. LWRC's own Head of the Troll is coming up on Saturday, September 26; this is a fun event with a prize for the best-dressed crew. October 4 is Tail of the Lake, Head of the Charles runs the weekend of October 17, and

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*Right: Maya
Grunfeld,
cox (Chris
Tiedemann
photo)*



Summer Racing News, continued



Above: Extravaganza masters mixed 8+ (Chris Tiedemann photo)

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Head of the Lake closes out the fall season on Sunday, November 8.

Please remember that Head of the Lake is LWRC's own fall regatta, a major fundraiser, and we depend on our members to staff what has become the largest and most prestigious fall regatta in the Northwest. Thanks to the hard work and dedication of our members, this event has been growing by leaps and bounds every year. But it takes a lot of work to get this done, so please sign up

early and sign up often. It's one of the many rewards of being a member of LWRC.

—Damon Ellingston

*Thanks to Damon for all his hard work in making NW Regionals so enjoyable for all LWRC participants. Thanks also to **Don Kuehn**, our reliable Trailer Guy, for his hard work in making both regattas possible.*



*Below:
Don
Kuehn*

Head of the Lake: Volunteers Needed

On November 8, LWRC will host the 35th annual Head of the Lake Regatta, a premier rowing event made possible by the efforts of nearly 200 volunteers, the University of Washington, and many sponsors—including Pocock Racing Shells. Volunteers are needed for a variety of tasks before, during, and after the event, including race packet assembly and distribution, setup/cleanup, transporting equipment to and from UW, trailer parking, timing, awards, merchandise sales, buoy setup/pickup, and race course monitoring. (Family and friends are encouraged to help in the effort. This is a fun and excellent way to fulfill community service hours!) Online signups begin September 15.

After many years as regatta director, Rachel Alexander is stepping down from that position after this year. Together with B.J. Connolly (co-director, 2008–2011) and many committed “HOTL team” members, Rachel has successfully grown the event so that we now must limit entries. The LWRC board is seeking someone to serve as deputy director this year and take on the leadership next year. Committee chairs are also seeking to identify and train their replacements. If you're interested in getting involved in Head of the Lake leadership, please contact board@lakewashingtonrowing.com.

—Marilynn Goo



LWRC Heritage

Our previous issue explored the history of LWRC's Harry Swetnam, the last wooden eight-oared shell produced by the Pocock workshop. Here, we learn the story behind its name. Thanks to Bill Tytus for providing this account by an unknown author.

*Above right: Stan Pocock and Frank Cunningham.
(LWRC plaque)*



Harry Swetnam, LWRC, and the 1960 Olympics: Weight Training Meets Rowing

The latest—and probably the last—cedar eight-oared racing shell to emerge from the Pocock workshop was christened the *Harry Swetnam* at LWRC's north boathouse on Saturday afternoon, July 22, 1992. Its frame was originally intended to be completed into a racing shell 25 years ago. However, when George and Stan Pocock decided to experiment with building synthetic hulls for racing shells, they used the frame of this cedar shell as a “plug” or mold for the new, space-age boats. When Stan's family sold the boatbuilding business to Bill Tytus, the frame—which had been stored unused for many years—was given to Stan.

With Frank Cunningham, Stan spent many hours finishing the construction of this beautiful cedar racing shell. At his request, it was named after Harry Swetnam because the LWRC crew coached by Stan and trained by Harry had revolutionized modern rowing when LWRC swept the 1960 Olympic trials, becoming the entire U.S. team for all sweep boats—with the exception of the eight—in the Rome Olympics.

Prior to 1960, Olympic crews were selected at one trial, with the best collegiate crews competing for the eight spot. Runners-up were then broken down into pairs and fours and competed to fill those spots. Club competition for the sweep boats was pretty much nonexistent. Contemporary wisdom held that only collegiate programs had the time, money, and coaching to produce competitive rowers.

In 1960, the Olympic Committee decided to change things by having separate selections for the eights and for the other sweep boats. Several Seattle-area rowers decided to take a shot at the small-boat trials: former members of the University of Washington crew, men who had rowed in college and were now working in Seattle, former collegiate rowers serving in the Army and Navy and currently assigned to the Seattle area, and two Green Lake rowers. They asked Stan Pocock to coach them: he had coached the U.W. freshman crew as well as the LWRC crew in the 1958 Pan American Games.

At one of the early meetings to discuss this, Harry Swetnam's name came up. Harry ran a gym on Pike Street near the Market and also contributed time and effort in developing weight-training programs for Jim Owens' Husky football players. One LWRC member had been working out in Harry's gym to keep in shape and felt that his techniques would be helpful. Harry agreed to join the effort.

The application of weight training to rowing does not seem unusual now, but in 1960 it was heresy! Everyone knew that the only way to train for rowing was to row long distances at a low rate. Weight training was OK for body builders and for football linemen and other brutish types, but crew required grace, stamina, bladework, and teamwork—not massive muscles!

Yet Harry's program of weight training, land exercises,
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LWRC Heritage, continued

***“Traditional
wisdom thus
went out the
window.”***

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and running stairs fit in well with Stan’s coaching on the water. After all, LWRC had no boats of its own and could borrow only a few of Green Lake’s boats. With not enough seats available for everyone to row at the same time, Harry would work with those waiting their turn in the boats while Stan was on the water with the rest. Then those who had spent their time on the water would have their turn with Harry.

Word of Stan and Harry’s program trickled east, causing great consternation. The eastern rowing establishment feared that such practices would destroy the rowing potential of those training with Stan and Harry. Stork Sanford, then dean of college rowing and the highly successful long-time Cornell coach, was urged to write Stan to warn him of the detrimental effect of such off-the-water training practices.

Coach Sanford, one of the fraternity of outstanding University of Washington rowers coaching major college crews in the United States in the ’50s and ’60s, was well acquainted with Stan and his father, George. In a long letter to Stan, Coach Sanford set forth in detail the reasons why Harry’s program would hurt, rather than benefit, the rowers. His letter was politely ignored.

Soon a more pointed and strident letter arrived from the head of the U.S. Olympic Rowing Committee. He told Stan that, unless the foolish training programs initiated by Harry Swetnam were discontinued, the Department of Defense would be asked to reassign those LWRC members on duty with the military to the East Coast—far away from the odious influence of Stan and Harry. Fortunately, the paper-

work involved in reassigning military personnel precluded implementation of the threatened reassignment.

At the trials, held in Syracuse, New York, no one in the East expected anything from this odd LWRC crew from Seattle that had adopted unnatural training practices. As the trials progressed, however, the spectators’ eyes grew wider with each race. LWRC won the pair with coxswain. LWRC won the pair without coxswain. LWRC, with two crews entered in the four with, came in one and two. LWRC won the four without. Shortly before the end of his race, LWRC’s top sculler was so far ahead of Harry Parker that Stan thought it was a “horizon job.” Unfortunately, the LWRC sculler experienced respiratory distress in the last 300 meters, stopped dead in the water, and placed second.

After the trials were over, the U.S. crew for the 1960 Olympics consisted largely of the LWRC pair with, pair without, four with, and four without. Among the spares were the second-place LWRC four with and the second-place LWRC sculler. Who do you suppose was the Olympic trainer? Harry Swetnam, of course!

To some minds, the Rome Olympics went down as a rowing disaster. The Olympic eight, composed of the Navy crew, was soundly beaten by the Ratzeburg crew from Germany. The defeat of a U.S. collegiate eight in the Olympics by a mere club crew was beyond belief. The high points for the U.S. Olympic rowing team were the LWRC crews’ gold medal in the straight four and bronze medal in the pair with. Traditional wisdom thus went out the window.

The results of the 1960 Rome Olympics forever established the worth of Harry Swetnam’s training program.

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Fittingly, the beautiful new cedar eight in the LWRC boathouse—the shell which Stan and Frank spent so many hours building—bears the name *Harry Swetnam* after the man who revo-

From the first Olympic coxed eights race in 1900, the United States had never lost an eights final. (Great Britain won in 1908 and 1912, when the Americans did not submit a crew.) In Rome in 1960, the nation was represented by rowers from the U.S. Navy. Italy, having won the 1957 and 1958 European Championships, was a possible contender. But most observers had their eye on Germany, which sent its 1959 European Championship-winning lineup to the Olympics. This crew was known as the “Ratzeburg crew” (but their members came from both the Ratzeburg and the Ditmarsia Kiel clubs); their prowess was attributed partially to their new oar design. Finally, there were the Canadians, who had won the 1958 British Empire and Commonwealth Games and been runners-up at the 1959 Pan American Games. Still, even with this slightly more open field, few could have predicted the final result.

The first shock came in the opening round, when the Canadians defeated their southern neighbors by nearly five seconds. And in another heat, the Germans outperformed the Americans’

lutionized rowing by introducing weight training to the sport.

Excerpted from an anonymous account found by Bill Tytus in his archives. If you know who wrote it, please let us know so we may credit the author! —Editor

time by over four seconds, with France only 0.02 seconds behind the United States. This forced the defending champions into a repêchage; here, they won their heat in a notably slow time and faced a legitimate challenge from Great Britain. Yet even if spectators might have predicted that the United States would finally be dethroned, they almost certainly could not have guessed that the country which had reigned supreme in the coxed eights for several decades would finish up *off the podium*. The Germans were clearly dominant, finishing four seconds ahead of the Canadians, who took silver. Bronze went to Czechoslovakia, the 1959 European runners-up, while the United States finished fifth, nearly 11 seconds behind the gold medal-winning German crew—losing an Olympic final in the coxed eights for the first time in 60 years.

Adapted from <http://www.sports-reference.com/olympics/summer/1960/ROW/mens-coxed-eights.html>

Staying Safe on the Water

Many rowers assume that all vessels, especially motorized vessels, are required to follow specific traffic patterns such as keeping to the right. *Not so!* In fact, for motor vessels smaller than 65’, there are no traffic patterns other than in restricted, narrow channels. This means that rowers must expect oncoming traffic from any direction except in the Ship Canal, the Montlake Cut, and the waterway under the I-5 Bridge. Of course, it’s a good idea to expect surprises even in those waterways.

A copy of the ubiquitous map of traffic patterns for these waterways hangs in our boathouse, next to the bathroom door. These patterns, agreed to by consensus among local rowing clubs years ago, are not legally binding: it’s wise to make no assumptions regarding rights of way based on this map.

As always, let’s let common sense and courtesy be our guides.

Read more about water safety on pages 12–14.

LWRC programs meet every rower's needs

Public Programs

Experience Rowing Class, Learn to Row classes, and Masters and Junior Race Camps filled our docks this summer. All LTR1 classes were at capacity. Masters Race Camp recruited 20 rowers who raced at the Green Lake Extravaganza, coming in third! Our Junior Camps were also well attended and provided lots of fun.

Masters Programs

Masters programs continue to grow, maintaining flexibility while still remaining affordable. We've focused this year on narrowing the gap between novice and experienced programs by offering the novice program, private lessons, and Saturday sculling this summer. All these options have helped new members navigate their way through the club and toward our more advanced programs.

Our next focus is on building our competitive sweep/sculling teams. Members tell us they want flexibility between programs and at a lower cost. (This year's 'Unlimited' option has drawn in many of you.) We will run the "Open

Programming" option described below as a trial for our fall season. We welcome your feedback.

Open Programming

\$180/season, \$65/month, or \$150/25-class pass (good for four months)

***Novice discount: \$150/season (must be new to LWRC and to rowing within the previous three months)**

Our current programs will continue to exist, and you should register for your primary program. You can then enroll for other experience-appropriate programs at no additional cost. Happy with your current program and don't want to drop in to others? Then the 25-class pass would be ideal. Our new open concept allows each rower to be supported at his/her own level, with the ability to transition when ready and for the desired time period.

Included in the programs mix is the group currently known as the "OGs" and which draws on young and old, experienced and intermediate rowers. This group focuses on racing in eights.

If you're unsure about your readiness for a

particular program, talk to a coach or another member. You can also check the LWRC and MindBody websites for program descriptions. We need everyone's help to build our programs.

If you're already in a program, why not send a welcoming email or invitation to practice, have an open house, introduce yourself in passing? By reaching out, you just might attract someone to your program! The LWRC office can provide you with member contact information.

—KC Dietz



Stephanie Thrasher and Casey Humphrey at Green Lake Extravaganza (Chris Tiedemann photo)

Coaches' Corner

Wake Up!

We're very lucky to live in a place with so much accessible water for rowing—relatively flat, fresh water with no current. You can go for hours and not pass the same shoreline twice.

However, we do have to share our waterways with all likes of powered commercial and private watercraft of just about every shape and size— amphibious vehicles, sea-planes, research ships, utility barges, tugboats, yachts, ski boats, and so on.

What do all these powered vessels have in common? They all produce a wake of some sort—a fly in the ointment of a perfect flat-water day. Some are a barely noticeable ripple while others are over-the-gunwale, curse-inducing boat-stoppers.

Experienced rowers know how to handle wakes of various degrees, but to those new to the sport, even a small wake can look like a tsunami. It's perfectly fine to wait out any passing wake. But often, particularly on a sunny Saturday, the waterway can be a wake-filled nightmare. If you stopped for each wake, you wouldn't get very far.

Almost any wake we might face can be easily handled if properly approached. I classify wakes into three categories based on their size, with each requiring a different approach:

The Annoyer

With a height less than the height of your boat's gunwale, this is a relatively small wake that you can row right through without much corrective action. Yes, it might disrupt your stroke, but you don't need to fear

swamping the boat. My advice for the Annoyer is to push your hands down a little lower on the recovery as you go through the wake; this raises your oars and helps clear the wake, minimizing its impact on your balance. (This is good advice for any rough-water day as well.)



Mike Rucier

The Kidney Shot

This wake is larger than the Annoyer yet not so high that it will spill over the gunwale. Why call it the “kidney shot”?—Because while these wakes won't necessarily swamp you, they *are* high enough to reach your rigger. And then the result is often a slap of cold water hitting you in the back, or in the ear, or . . . Water will slosh into the boat, and you'll likely have wet socks for the rest of practice.

You can simply row through these and take your cold medicine. Or you can minimize the impact by making a small course adjustment before impact, placing your boat more parallel to the wake. A couple of hard strokes on one side will shift the bow around before the wake hits you. With the boat parallel, you'll “ride” up and over the wake, minimizing the risk of water entering the boat. As with the

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Wake Up!, continued from page 10

Annoyer, lowering your hands slightly during recovery helps your oars avoid bumping the water.

The Boat-Stopper

For wakes higher than the gunwale, try to turn your boat parallel to the wake as quickly as possible and stop rowing to wait it out. Lean away from the wake as it approaches—this increases the height of the gunwale on the side facing the approaching wake. With the boat parallel to the wake, there's very little risk of swamping.

If water does get into the boat and is higher than your heel cups, it's wise to remove as much of it as possible to avoid swamping completely. Use an article of clothing, a sponge, or even a water bottle to bail out the boat. A cupped hand can work as well. If necessary, row carefully to an accessible dock, get out of the boat, and work to remove the water.

Open-water boats

If you're rowing one of our many open-water boats (*Dabob*, *Ceres*, etc.), remember that these vessels are built for rough water and can handle almost any wake, depending on the rower's comfort level. They're designed **not** to swamp, and most come with self-bailers to help remove any water in the foot well. Simply lowering the hands on the recovery is usually all you need to

The Next Generation: Summer Scullers

This summer marked the beginning of a new program for our boathouse—Juniors Summer Sculling Camp. In multiple week-long sessions, our program took young campers from a state of total bewilderment to a place of joy, confidence, and triumph. They learned to navigate the waters, survive wakes, and discover the thrill of rowing.

I found it delightful to instruct this group of inquisitive young people. They were curious, caring, and surprisingly funny. I had to chuckle when a small group approached me with the gravitas of fervent academics hungry for the more subtle points of rowing; instead, they pointed to my bald scalp and asked whether I had to put sunscreen on my head to prevent it

keep your pace and stability. These bad boys are good for building confidence and learning how to take wakes of all sizes.

At the end of the day, it's all about your safety. Do whatever seems best to remain safe. As your confidence builds, you'll be surfing ferry wakes out on the Sound in no time!

—Mike Rucier

from burning.

The fun continued out on the water, where head coach Theresa Batty guided us around the lake. Heeding her sage advice, the campers graduated from wher-



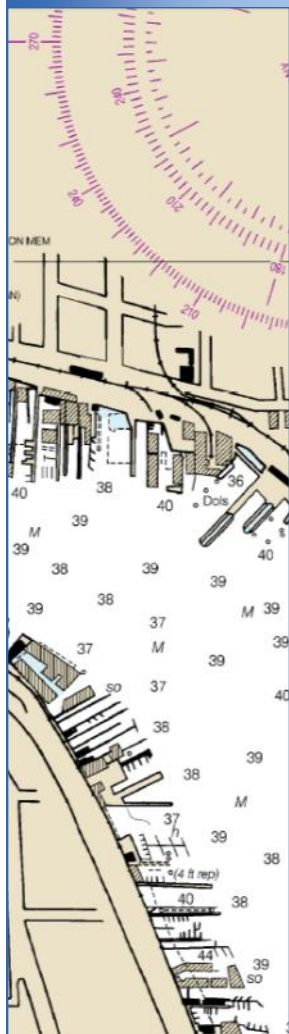
ries to Maas Aeros and Bay shells. Within days, they abandoned their initial trepidation, replacing it with exclamations of glee. "Look how fast I can go!" became a common phrase echoing out on the water.

While personally satisfying, this experience speaks even more highly to the value of our sport and the great sense of community that it instills in people who try it. Our boathouse, this program, and the many volunteers who came and helped, inspired a palpable confidence in 41 new rowers thus far. Many of them discovered a previously untapped inner strength and sense of self-worth that went well beyond the physical skills of rowing. And for that alone, this program has been a huge success.

—Andy Rees

Sharing the Waterways

By Linda Lewis,
U.S. Coast Guard
100 Ton Master



Linda Lewis teaches boat handling and safety. We asked her to respond to the question: *What should rowers understand about right of way?*

We should all be careful about using the term “right of way.” Instead, we should focus on

- 1) who is responsible for getting out of the way of another vessel (the “give way” boat), and
- 2) who is responsible for maintaining course and speed (the “stand on” boat).

Generally, no one has a “right”; instead, we *all* have a responsibility. The ultimate rule is that we *all* must do whatever it takes to avoid a collision, regardless of who is the “give way” or “stand on” vessel.

“Rowers” are not specifically mentioned in the Navigation Rules. However, a rowing shell can be considered “. . . a vessel restricted in its ability to maneuver.” This means that power and sailing vessels should give way to rowers: you are the “stand on” vessel. (Exception: Any vessel restricted by its draft and therefore needing the deepest-water part of a channel, or any vessel restricted in its ability to maneuver, should not be expected to give way to you.) Rowers on their part have a responsibility to “stand on”: they shouldn’t make any sudden changes in speed or course, so that the vessel giving way can make a plan.

Sadly, many boaters in our area do not know, or do not pay attention to, the Navigation Rules. And in reality, Lake Union is so crowded in summer that it’s often hard to follow the rules precisely. But here are three scenarios to

help you know what to expect from boaters who *do* know what they’re doing:

Head-on

A vessel’s bow is headed straight for your bow and not giving way to you as the “stand on” vessel. If you are closing in on each other, expect that vessel to turn to its right (starboard) AND you turn to your starboard.

Crossing

A vessel sees you crossing its bow from starboard to port. Expect that vessel to go to starboard and pass behind your stern. (Since your maneuverability is restricted—you are the “stand on” boat—the vessel should also go behind your stern even when you’re crossing from their port to starboard. But not all boaters know that.)

Overtaking

A vessel may pass you on either side on open water and is responsible for staying out of your way in doing so. However, in a “narrow channel” (the Ship Canal counts as such), *all* boats should keep to their own starboard side; a faster vessel should pass on the slower boat’s port side (and only if it can do so by not pressuring it toward the shore).

Navigation Rules source: http://www.navcen.uscg.gov/pdf/navrules/handbook/cg_nav_rules_20140910.pdf
(Use “International Rules” on Lake Union and Lake Washington.)

—Capt. Linda Lewis

www.privateboatinginstruction.com

Safe on the Water

*Sometimes the Best Way
to Be a Hero Is...
Not to Be a Hero*



Every now and then, something quirky happens out on the water. One time, Kirk and I were rowing our pair home through the Ship Canal when, somewhere around all those big boats that line the canal, a faint voice called out, “Help!” It took us a few moments to trace the source: a woman in her single, stuck on one of those big, slippery, floating logs tied up with one-inch steel cable and lining these huge boat berths. We tried to pull her shell off, but with nothing to anchor us, that didn’t work. We even managed to get our shell parallel to the log she was stuck on; I climbed out and tried to walk along the log and push her off. Attempting to walk along that slippery, slimy log soon revealed itself to be even more perilous and probably completely stupid as well, so we abandoned that idea. We quickly realized that the best solution was to return to the boathouse and get someone to take a launch back and safely



retrieve her. Mission accomplished.

More recently, I was out in my single in the Ship Canal, heading for the locks, when I noticed two people in a coach’s launch next to an overturned quad—and a bunch of people in the water. Ever trying to be helpful, I rowed over and asked the coach whether she would like me to bring another launch to help. She declined the offer, stating she had it under control. But as they pulled all the oars off the quad, put them into the launch, and then pulled the five people out of the water, I could see that even the launch

was starting to sink. So I decided that Dale, the Superhero, needed to row quickly back to the boathouse, leap out of his shell at the dock, get a launch key, get life jackets (including one for myself), make sure I had extra lines, start the launch, and race out to their rescue . . . and that’s what I did!

One problem, however: without realizing it, I had grabbed the wrong launch key! After fruitlessly pulling the starter cord for 30 minutes, to near-complete exhaustion, I looked across the water to see a large power boat with all the wet rowers on board—and the

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Safe on the Water *continued*



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coach's launch, pulling the empty quad back to the Lake Union boathouse. I trudged back to our boathouse, feeling rather deflated as any sort of hero.

One very useful exercise that the military, corporations, the police, and the rest of us can do when a situation ends in a less-than-desirable outcome is to reflect on "lessons learned." As I pondered what I could learn from this failed exercise, it hit me like a bolt of lightning: CALL THE HARBOR PATROL! We pay these guys to be at the ready—to zoom their big, powerful, inflatable Zodiacs or their 50-foot police boats to handle emergencies or even, simply, to provide assistance.

We have a phone in the boat-house. A quick call to 911—or directly to the Harbor Patrol (206-684-4071) with an explanation of the situation (in this case, that some rowers and their coach's launch needed some assistance and where they were located) would have directed some trained professionals to the situation and saved me a lot of frustration and sweat. In the case of a more serious emergency, timely action would be even more critical.

Don't hesitate. Call the Harbor Patrol or 911 for *any* assistance. Lesson learned!

—Dale Peschel



Staying Safe on Land

Recently, one of our rowers collided with a rigger bolt and cut her leg. The wound became infected, and the resulting culture identified it as a MRSA infection, requiring treatment with antibiotics. Medical staff were initially also concerned about the possibility of tetanus.

Make sure that your tetanus vaccination is up to date—there are so many ways to acquire a skin wound around the boathouse. Generally, a tetanus vaccination is good for about ten years. And if you received a whooping cough vaccination due to last year's epidemic, remember that this compound vaccination includes one for tetanus.

**S.O.S: In an on-the-water emergency,
you can contact Harbor Patrol directly:
206-684-4071**

Every September, the dreaded **fishing nets** appear throughout our waterways. Be sure to keep an eye out for them—even though some have lights, most of them don't. A net in one location may get moved elsewhere overnight, so it's best to assume nothing.

Small boats can usually pass over the nets without mishap, but a heavier boat runs the risk of snagging its skeg on the nets. It's wise to approach the nets cautiously.

Jim Roe Remembered

LWRC member Jim Roe passed away suddenly on June 28, 2015. Here, his friend and fellow rower Paul Grigsby remembers him.

Tall in stature, Jim looked like he belonged in a boathouse. And with the surname of “ROE”, you might say he was born for the sport. Jim crewed for Notre Dame, where grueling workouts failed to sap his passion for rowing—as so often happens to collegiate athletes. Out of college, he continued rowing and eventually landed at the Lake Washington Rowing Club’s dock.

Jim was so integrated into the sport and club life that his absence is profound. Let me list a few attributes of this man of many nautical parts:

- Jim was respected for his technical knowledge of the sport. He was a US Rowing official who volunteered often at local boat races in addition to Lake Washington’s own “Head of the Lake” regatta. Jim was reliable and astute—and always looked good in a navy blazer. *(Jim was scheduled to officiate at Northwest Regionals that weekend. —Ed.)*
- Jim had a love of rowing’s lore. He was one of the first I knew who had read the new holy book of rowers, *The Boys in the Boat*, with the suggestion to “just wade through the first few chapters and then you’ll be into the racing, which is really good stuff.”
- He was active in club politics, attending board meetings and reminding members of obscure bylaws which he had digested

with great eagerness—often to the board’s chagrin. There are those who say Jim was sometimes disturbing, but no one can deny that he was always stimulating.

- When he rowed, Jim pulled his weight. Seated just inches away from each other, rowers are keenly aware of their crew mates’ proficiencies. I never knew Jim to push a weak puddle.
- As a volunteer, Jim pulled many times his weight. Perhaps this stands above all his other attributes. To my knowledge, no other member in club history has earned *two* Outstanding Volunteer awards. His crowning achievement? Probably the beautiful terraced bank along our lakeshore that Jim carved out of what was once a street end. He moved dirt, rocks, and asphalt on an impossibly sharp embankment. Jim delighted in recruiting idle club members to lift heavy, sodden logs up the embankment and into place. What was once barren is now a lovely green space. Jim’s ultimate validation of success came a few months ago from nature itself, when a beaver family moved into his terraced shoreline.

—Paul Grigsby

(Condensed from Paul’s tribute to Jim at his memorial service)



Jim Roe as 2012 LWRC Oktoberfest Biermeister

Who's in Hot Water at LWRC?

Well, the good news is: you all have a chance to be in that hot water. We just installed a recirculating hot-water system—with a pump that circulates hot water in a loop from the water heater to the bathrooms and back again. The plumbing was already in place, just disconnected. The advantage is that we now get instant hot water.

In the past, we had to let the water run for several

minutes until it was hot. The payoff is that we spend very little money on electricity for the pump. Our water and sewer bill is predicated on the amount of water used, with the sewer being a large part of the bill. This new system will save a large amount on this bill. If you see any leaky faucets, let the office know. Feel free to call me (206-660-9911) with any questions.

—Don Kuehn



Ongoing Volunteer Opportunities

Program Committee President-elect KC Dietz has been coordinating programs but needs assistance. To help, please contact board@lakewashingtonrowing.com and KC will get in touch with you.

Welcome Committee Be a buddy for new and trial members. Take them out on a row, show them around the boathouse, and answer any questions. This is a great way to meet new members! Contact Joani Harr, welcome committee chair, at joaniharr@aol.com.

Experience Rowing Classes (ERC) These three-hour classes give prospective rowers a taste of rowing and a chance to check out LWRC. They also build interest in our Learn to Row classes. Final class: September 13 from 8:45 a.m. to noon. Contact LearntoRow@lakewashingtonrowing.com to let Elizabeth Burke know your availability.

Boathouse Tours Prospective members often want a tour of the boathouse. The board is considering offering tours on Saturday mornings. To help start this new program, please contact board@lakewashingtonrowing.com.

Boat Bay Sweeping Help sweep out the three boat bays on the first Saturday of every month. Various groups have been assigned weeks, as shown on the schedule posted above the log book, but anyone is welcome to help at any time. If you have some spare time, join in the activity. You might even make a new friend!

Development We need help in developing the next steps for building the LWRC 20/20 fund and the 2023 land fund. To help, please contact board@lakewashingtonrowing.com.

Say something about rowing or LWRC Submit a contribution for the newsletter to lwrnewsletter@comcast.net.

—Marilynn Goo



Bridge Dream, Niki Sherey
Acrylic on board, 12" x 14"

"Bridge Dream shows the Aurora Bridge appearing from a misty fog. The point where the bridge meets the water is painted with heightened detail, referencing the dream-like state where moments of clarity and obscurity exist."