



Making Waves

The LWRC Quarterly

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September 2021

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Have Passport. Will Row.

A rower in the UK has ties to LWRC

Although I grew up on the water in Alaska, camping on the boats my dad had built in Prince William Sound, I never ventured into anything narrower than a kayak and thought boats were mostly a means for catching fish. Off the water, I could most often be found hiking, riding horses, and training during the summer for that winter's Nordic ski season. My sporting habits changed by necessity, due to lack of snow, when I moved to the United Kingdom to pursue first an MA and then a PhD in archaeology. This is where I first encountered rowing, although I would later learn that it had long been part of my family's history. More on that later. When I left Alaska, I never imagined that I'd spend most of my leisure hours in the UK doing laps on a river in an ultra-narrow sculling shell. Looking back, it was practically inevitable—I challenge anyone with even a passing interest in boats to move to Durham, in the northeast of England, and not pick up rowing!

The city of Durham surrounds a horseshoe bend in the River Wear (rhymes with "here"), water watched over by the eleventh-century Durham Castle and Cathedral, today forming a UNESCO World Heritage Site. A little over two kilo-



Racing on Derwentwater, Lake District, with DARC in 2019

meters of rowable water on the Wear is home to over a dozen rowing clubs, practicing in the shadows of the medieval bridges that link age-old Bailey (peninsula) and modern city. It took me only a few months of living in Durham to sign up for a learn-to-row course, and I am so thankful I did. Not only did I gain a new lifelong sport, but I was able to get to know people from outside the university and develop a much deeper sense of connection with the local community. The Wear brings people together, people who share the similar passion of



*Above: The River Wear and Durham Cathedral
Right: A DARC crew racing through Elvet Bridge, Durham*

rowing facing backward in absurdly narrow boats, people who come from Alaska or Canada or Wales or South Africa and have found themselves rowing in Durham.

I ended up rowing for Durham Amateur Rowing Club (DARC) from 2015–2020, spending hours each week on the Wear, primarily sculling, with occasional outings in coxed club eights. Early on, I discovered my experience skiing in Alaska was also useful for rowing in northern England, where it tended to snow on race days! I nonetheless discovered a whole new meaning of cold—bare

hands, inches away from cold water, sitting in the wind and snow with a hundred other shivering crews waiting for the head race to start. The snow was also blowing for my first-ever regatta: in a single, on the Ouse in York, where I made it first across the finish line—only to learn that, rather than getting warm, winning meant I’d have to go do it all over again.

During the fall season, we’d compete in head races on rivers across the northeast. As temperatures dropped and nights grew darker, we put on increasingly fluorescent kit (clothing) and covered our boats in bike lights to train after work. Although the Cathedral and the stars would light up the night sky, the river itself was dark, and rowing on an unlit, narrow, and winding river teaches a whole other level of steering and boat awareness. Most of the time, you kept a mental list going—to remember which other crews were on

the river and where you might encounter them. And, as most crews followed the rules of the river (light up those boats!), it generally went without incident. In fact, some of the biggest problems we encountered came from off the water.

One night, passing beneath the final bridge as our quad returned to the boathouse, we heard a noise ring out that sounded like someone had fired one of the Castle’s old cannons. Seconds later, as our boat began filling with water, we realized that someone had, in fact, dropped a paving stone from the bridge, smashing the bow of our boat. Had we been a hair faster, or they slower, it would have hit the woman sitting in bow, and this story would have been far more tragic. Luckily, we escaped with wet feet and a damaged boat—the police investigated, but we never learned whether they had been able to find those responsible. Later that year, we won our division at Durham Regatta in that same boat—although to this day, it is still hard to row beneath bridges at night and trust you’ll make it out the other side unscathed.





Above: Putting the Peinert into the water in Brookings, Oregon, 2021
Right: Rowing on Sand Lake, Anchorage, Alaska in 2020

Bridges are a key part of my story of rowing in Durham—not just because of the night where it nearly went terribly wrong, but because of my

arch-nemesis, Elvet Bridge. Built in the twelfth and thirteenth centuries, Elvet is a medieval bridge that spans the Wear with *four* arches. When rowing the full length of the river in Durham, you must pass through Elvet's arches twice: once on the way down-

stream, and once on the return. Single scullers have a little room for error, while bigger boats have none. If perfectly lined up, it is possible to row through Elvet without impact, although this is made harder by the fact that the bridge is on a corner, and you must turn while rowing through the arches. Legend has it that Elvet is the narrowest rowable bridge in Europe, although this could just be what Durham rowers tell themselves to feel better! All head races at Durham include racing through Elvet, as do some of the regatta events; safety launches wait nearby to fish out the crews whose hopes have been dashed, literally and figuratively, on its unforgiving arches. Memorable encounters with Elvet include a junior coxed eight that

managed to get itself stuck upstream, perpendicular across all four arches, and had to be rescued via a number of ropes from the shore; a grumpy swan who decided the downstream arch was HIS, thank you very much, and refused to let anyone pass; watching in disbelief as the river flooded so quickly the DARC landing stage was torn off its foundations and floated downstream to lie prominently across Elvet. And I also must confess that in my first-ever head race, my coxed four was one of the crews to be fished out from the waters of Elvet!

During a race, it is especially hard to steer quads through Elvet, which is what I was working on five years later as the end of my time in Durham was fast approaching. Having spent so many hours in singles and doubles, I was invited in late 2019 to join a master's crew and learn to steer their quad at the same time.

We had a terrific winter, racing on the Tyne, on Derwentwater in the Lake District, and at Durham in February's Small Boats Head, where I finally faced down Elvet from bow seat and emerged more or less unscathed. I knew I would have to leave the UK in March, as my visa would expire, but we



had plans to reunite and race again in the summer at the British Masters Championships. COVID had other ideas, and as it happened, I was on one of the last international flights out of the UK before they went into lockdown for the first time.

It is only now, more than 17 months after leaving the UK, that I think I might be back rowing on the Wear again soon, en route to a new job in Europe. I've spent the last year and a half in Washington, Oregon, and Alaska, living with family and working remotely. During this time, I've had the privilege and joy of rowing with the Anchorage Rowing Association in Alaska, where I was able to finally race again this past July in their Moose Nugget Regatta on Wasilla Lake.

No bridges, just a wide-open lake—and wow, did it feel good. I was also able to join the crew at Rogue Rowing in Ashland, Oregon, for a weekend of sculling on their reservoir, which was awesome. And I tried out rougher Pacific Northwest open water with the Olympic Rowing Association in Port Angeles. I've spent most of the pandemic in Brookings, Oregon, on the southwest coast, staring at the lower Chetco River, a tidal body of water that empties into the Pacific and forms the local fishing-fleet harbor. The river looks more than rowable, especially dur-

ing high tide, and I decided that since the closest rowing club was over two hours away in Ashland (and you can erg only so much, right?!), the sensible thing to do would be to acquire a boat and row it myself.

Singles, especially lightweight sculls for short people, were in hot demand on the West Coast during the pandemic. But after months of looking, I ended up finding an older, refurbished Peinert shell that looked like it would work well. The only catch—it was in Tennessee. With the help of my cousins in Kentucky, the boat arrived in Brookings in June, a few days before I learned that one of my grant applications had been successful and I would be moving to Sweden in the fall for a postdoc. Both thrilled and sad to leave a new boat behind, I've made the most of the time remaining to row on the Chetco. I hope by the time I return someone will have founded a rowing club in Brookings—in which case, I can

*Right:
Racing on
the Wear
in Sunderland,
2019*



offer a few words of advice: watch out for the pelicans; don't even think about rowing past the bridge during low tide; get used to wading through tons of seaweed; and challenge the local fishing boats to races only if you feel like



*First race on the Ouse
in York, 2016*

getting very, very wet.

I'm moving to a part of Sweden—the south-east—that may not be known for skiing or much snow, but it *is* home to more than one rowing club. My rowing adventure will continue, although I admit I'm not looking forward to learning a third set of rowing calls. Which reminds me: a big thanks to everyone at ARA in Alaska who put up with me teaching them British terms. Next summer I'll be back, and I'll be

coxing or shouting from bow seat in Swedish!

If you're still with me, well done for making it through this far, although you might be wondering why exactly I am writing for Lake Washington. Finally, we return to the family rowing connection. My grandfather lived in Seattle; he passed away when I was very young, and I remember only vaguely his "old rowing boat" hanging beneath the carport at my grandma's house on Lake Washington in Madison Park. Having heard about George Pocock at Durham—the Pocock story is still very much alive in the UK—I was astonished to find out that this boat was actually a Pocock wherry from either 1935 or 1939, and that it was currently in the LWRC boathouse, having been kept safe by the club for many years. I am thrilled to be able to connect to my granddad now through the restoration and, hopefully, the eventual rowing of his wherry, and I am deeply appreciative of LWRC for their role in protecting and preserving his boat. It is clear to me that rowing, and our mutual love of these absurdly narrow boats, connects people from across the globe as it does families through generations. Happy rowing, LWRC! I hope to meet you someday on Lake Washington.

—Emily Hanscam

Check out our programs!

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

Pass the Word Has an LWRC member done something worth recognizing, on or off the water? lwrnewsleter@comcast.net

PRESIDENT'S MESSAGE

Riding the COVID Wave

LWRC board members have guided us safely through 18 months of the pandemic. Here's President KC Dietz's perspective.

Hello!

As we head into the fall season, full of hope to return to a new normal, we are reminded of the fluidity of the pandemic situation. We are back to uncertainty. COVID's delta variant has us returning to safety protocols to keep our membership safe. However, there is a silver lining in all that has passed over the last 18 months.

One thing we've learned is that our club has resilience. We have a lot to be grateful for. Thanks to a sizeable small-boat inventory, we were able to stay open to meet the demands of our membership. At the core, we have our dedicated coaches to thank for their willingness to work with many interruptions and schedule changes. We stayed flexible with our programming, moving month to month, and now feel comfortable offering seasonal programs. The Competitive Team has regrouped, rallying around the promise of racing at the Head of the Charles. **Matt Oclander, Theresa Batty,** and

Amy Hildebrandt stepped in temporarily to begin the fall training. Now Matt and Amy are headed back to their regular coaching jobs at Seattle Pacific University. (Be sure to thank them for their time and enthusiasm!)

This September, we are bringing on **Leo Pedrosa** as new head coach for the Comp Team. **Theresa Batty** will assist him. Theresa, **Andy Rees,** and **Alex Mazick** have been coaching three levels of sculling classes: Almost Intermediate, Intermediate, and Advanced. Additional coaching support for these spring small-boat programs came from **Rachel LeMieux** and **Brooke McCullough** of Martha's Moms. We have found this sequence provides a supportive bridge from one level of expertise to the next.

COVID forced us to change our Learn to Row (LTR) situation. Instead of shutting down completely, we reduced the number of classes offered and the number of participants in each class, and we promoted private lessons. **Janet Walker** provided the exceptional support needed to guide interested parties into the Learn to Row environment, vetting and placing folks into the best opportunity for them to learn. Our Learn to Row and private-lesson coaches



offered intimate classes that supported new rowers toward continued rowing and club membership. We are proud that the demand for private lessons increased by 75 percent this past year. Theresa and **Hugh Lade** conducted most of these classes, but all coaches have provided private lessons during this time.

Each year, our membership fluctuates: we gain about as many as we lose. Sometimes, we have larger net gains. This year, we said goodbye to 34 members and welcomed 37 new members. Nine of our new members came to us through the Learn to Row program, and seven joined after taking private lessons. Other new members came to LWRC with prior experience. The COVID environment sent many experienced rowers our way from other rowing programs that had reduced their offerings or shut down completely. We taught these new members about our club, our COVID protocols, our equipment and rules, open-water rowing, and safety on the water. You name it—we tried to educate everyone quickly! We welcomed—and continue to welcome—new members from Mount Baker, Green Lake, Lake Union, Pocock,



Editor's Note

As an antidote to the isolation imposed on us by COVID, we offer in this issue a travelogue of sorts.

Jon Turvey takes us to Egypt's Nile River; **Suze Woolf** transports us to the

San Juan River in the Colorado Rockies; and **Emily Hanscam** introduces us to rowing on the River Wear in Durham, UK. Although each of these rivers has a distinct identity—ranging from sedentary to lively to metropolitan—they all are home to waterborne transport.

Closer to home, **Hugh Lade** and **Damon Ellingston** examine LWRC's own Outlaw Races. We check out activity on Lake Union and the Ship Canal, and **Annie Grieff** captures the experience of newcomers who sought refuge at LWRC after their previous clubs had closed for the duration. Enjoy!

—*Roberta Scholz*



Designer's Note

Making Waves is meant to be read on-screen, laid out in monitor proportions. You can print it on letter-size paper at 94%, but text is large, and

underlined links are live. Use [full-screen setting](#) (View > Read Mode) in Adobe Acrobat for the most legible view.

—*Suze Woolf*

PRESIDENT'S MESSAGE, continued

and College Club. We hope you will stay!

The LWRC board of directors stayed on top of all the moving pieces while continuing to work on other projects in 2021. Here are a few of the major initiatives that are keeping us busy.

- ▶ Hiring office staff to run the day-to-day operations
- ▶ Working on a formal facility-use agreement with Martha's Moms, an independent rowing program at LWRC
- ▶ Rebuilding programs, rethinking program management, and hiring new coaches
- ▶ Updating the Membership Handbook
- ▶ Finding a new storage spot for our trailer

- ▶ Maintaining the facilities at Fremont and Garfield—especially the Fremont bay doors!

Thank you again for supporting the club with your membership.

—*KC Dietz, Board President*

We thank our Learn to Row coaches:

Elizabeth Burke, Amy Hildebrandt, Hugh Lade, Rachel LeMieux, Alex Mazick, Brooke McCulloch, Meghan Ricci, and Bob Thoresen.

We also thank their tireless assistants:

Maura Deering, Robyn Fisher, Nancy Gourley, Carson Hayes, Neil Lester, Lynne Robins, and Karin Rogers.



Board Updates

Summer 2021 Focus Areas

- ▶ Evaluating and updating boathouse policies to align with changes in Washington State/CDC COVID guidelines
- ▶ Preparing for Head of the Charles as entries are being confirmed for this year's regatta
- ▶ Securing a new storage location for our trailer.

As always, the Board welcomes all members to join our monthly meetings. Please contact Allison Thomas, Secretary, with any questions (amthomas2448@gmail.com).

—*Allison Thomas*

COPING WITH THE PANDEMIC Rowers Seek Refuge in the Time of COVID

Patrice Jackson and
Kendal Swinski check
out their double.
(Photo courtesy
Annie Grieff)

COVID mandates in spring 2020 forced an end to many of the everyday routines most of us had previously taken for granted. For rowers, early morning at the boathouse marks the start of something greater than just another daily routine. Boathouses provide the tools necessary for full engagement onto the water and into the all-encompassing experience that is rowing.

For rowers in Seattle Parks and Rec programs, this routine abruptly came to a halt last spring. It didn't take long for us to realize the routines we had come to learn, build on, and love at our respective boathouses now lacked a boathouse.

From the time Mount Baker Rowing and Sailing shut its doors, to the first step through LWRC's doors, I experienced a range of emotions—from unsubstantiated optimism while erging on sliders (*if you close your eyes, it almost feels like you're on water!*), to despair that we may never row again, to, finally, hope.

LWRC was one of very few tangibles that helped guide me through an excruciatingly difficult time; for that, I am grateful beyond expression. Thank you, LWRC, for opening your doors to those of us who needed it.

Several other "rowing refugees" share these sentiments:

God bless LWRC for making all winter classes free! I greatly appreciate their attention to, and focus on, safety.

—**Patrice Jackson**

I'm so grateful to start a few of my days each week out on Lake Union and make new friends with welcoming members of LWRC. It's been so refreshing to have something to look forward to during the pandemic!

—**Anna Claunch**



Coming to a new rowing club amidst orders for social isolation was a strange and awkward introduction. However solitary in the beginning, LWRC provided me with reliably peaceful mornings on the water last summer—which saw me through saying goodbye to my father. I appreciate my new home for rowing—it's been an important sanctuary for me throughout the disruption of pandemic times.

—**Kendal Swinski**

I really appreciate the coaches at LWRC. Across the board, I've had positive experiences with them all and have learned so much about rowing. I am impressed by their dedication to masters rowing and by their meeting everyone where we are on the rowing spectrum.

—**Maura Deering**

—**Annie Grieff**

MEET THE BOARD

John Turvey Adopts a New Role

Last summer, LWRC member Jon Turvey found himself in an unfamiliar situation—unemployed, with nothing but time on his hands.

Like hundreds of thousands of his fellow Americans, when the pandemic hit, Turvey lost his job. He'd been working for Holland America Line as an environmental health and safety officer, but when COVID-19 shut down the cruise industry, Holland America laid off half its staff, including Turvey.

With a lot of free time on his hands, Turvey wound up spending hours rowing, alone or in a double with his son, Jackson. "LWRC was the only outlet available to me last summer," Turvey recalls. "I can't imagine what my mental health would have been like without it."

Unlike some LWRC stalwarts, Turvey has had a relatively short relationship with rowing. Six years ago, after watching Jackson embrace the sport, Turvey signed up for one of the club's Experience Rowing classes.

"I didn't fall in the water," he laughs.

Turvey says that at the time, LWRC wasn't offering any continuing classes, so he enrolled in an introductory sweep rowing class at another club. When it ended, Turvey found his way



John and Jackson Turvey navigate Row for the Cure.

back to LWRC, where he and his son are both members. Turvey loves the camaraderie he experiences at the club, whether he's training with the Evening League or out in a double with Jackson.

In fact, Turvey cites LWRC's positive atmosphere as the reason he decided to run for one of the open board of director positions earlier this year. He wanted to give back to the club in a meaningful way during the pandemic, and his experience in environmental health gave him a great springboard to do just that.

Turvey's particularly proud of the fact that the board, under the leadership of president KC Dietz and treasurer Janet Walker, has managed to comply with COVID restrictions while at the same time providing an opportunity for many of us to row when other clubs had shut their doors.

Looking ahead, Turvey says LWRC faces the huge challenge of renegotiating its land lease in 2023. The club has a 99-year agreement with landowner Suzie Burke of Fremont Dock

[continued on page 11](#)

Jon Turvey explores Cairo by water

The Jewel of the Nile

In 2018, my wife reminded me that we had never been to Egypt. Taking the hint, we made plans. I knew I wouldn't be able to

garbage—which I would soon find to be common in Cairo. I'm glad I left early, as the traffic in Cairo moves slowly even at that hour. Upon arrival at the club, I found the equipment to be a little rough, with some larger wooden wherries and a few Filippi singles, doubles, and quads. Several other boats had been hand-painted in that familiar Empacher yellow, for appearance's sake. They didn't fool anyone, but it never hurts to dream big.

I was directed to Captain Fakhri, who, I was surprised to find, was a young woman in a hijab marshaling boats and rowers on the dock. I confess that previously, I'd had no idea I was corresponding with a woman—not a problem, of course, but revealing my implicit bias.

Captain Fakhri put me into a coxed quad with three other rowers: one man and two women. Captain Fakhri served as the cox. Off we went into the aromatic Cairo morning, rowing upstream under the Cairo University bridge to the south. There were lots of junior rowers on the water as well, in all sizes of boats. I was surprised to see many (though not all) of the females rowing in long pants and wearing the hijab. Tradition is

Rowing on the Nile

Within the serene Egyptian landscape, the Nile River—especially its delta—offers refuge. But the 20 million residents of greater Cairo necessarily learn to cope while living in such close proximity to each other. Some of them, however, escape the crowds and tumult by taking to the water as rowers. And rowing clubs have their origins in Egypt's political history. Read more about finding peace on the water in this severely hot metropolis:

[https://
www.nytimes.com/2021/01/02/
world/middleeast/nile-rowing-
cairo-egypt.html?](https://www.nytimes.com/2021/01/02/world/middleeast/nile-rowing-cairo-egypt.html?)



*John Turvey with
rowing buddies in
Cairo*

pass up the opportunity for a memorable row if I could find a club in Cairo. So I went onto Facebook and connected with a Captain Afnan Abdallah Fakhri at the Arab Contractors Rowing Club, situated on the Giza side of the Nile. After a couple of emails, it was all arranged.

As I stepped out of the hotel at 5:30 a.m., I was hit with the smoke and odor of burning

(Egypt continued from page 10)

strong, and they didn't seem uncomfortable.

I had hoped to get a glimpse of the pyramids from the river, but the smoke was too thick. The water was smooth and didn't appear particularly dirty, though I had seen some of the drainage ditches on the way and so wasn't volunteering for a swim. Our workout showed once again that some things are just universal: pic drill to warm up, arms-and-body-over, and then some nice steady strokes with a few power tens.

It really turned into a great row as the city came to life before our eyes. The bridges filled with traffic, the smoke lifted, and a beautiful day revealed itself. But even after we returned to the dock, we still couldn't see the pyramids from the river.

After returning, we had a chance to talk with our hosts. Captain Fahkri was an economic analyst for a bank in Cairo. The gentleman rower (whose name I don't recall) was a construction manager, and the other female rower was a housewife. I had come prepared with "swag"—a couple of LWRC hats and an LWRC tank, the universal currency of rowing clubs—and I thought it all looked good on them. This was a memorable day on a memorable trip.

—Jon Turvey

(Turvey continued from page 9)

Company which stipulates the terms of the lease will be renegotiated every 15 years, as the land value escalates. Although the upcoming lease will look at LWRC's property value at full market rate, Turvey is confident the club will arrive at a workable solution.

In the meantime, Turvey is back on the water after a couple of months' hiatus while he rehabbed a knee injury, and he couldn't be happier. He says he wasn't particularly athletic as a young man but is now hooked on rowing and, like so many of us, seeks out opportunities to pursue his passion wherever he can find them. During his tenure with Holland America, he traveled extensively, connecting with rowing clubs everywhere from Amsterdam to Cairo, where he had a chance to row on the Nile River.

"It was just really, really cool!"

Rowing is "really good for me," Turvey says. In contrast to running or other high-impact sports, he envisions himself—at age 62—rowing well into the future.

"When my wife retired, we adopted a catch phrase," he says. "Just keep moving. I can do this for a long, long time."

—Marcie Sillman

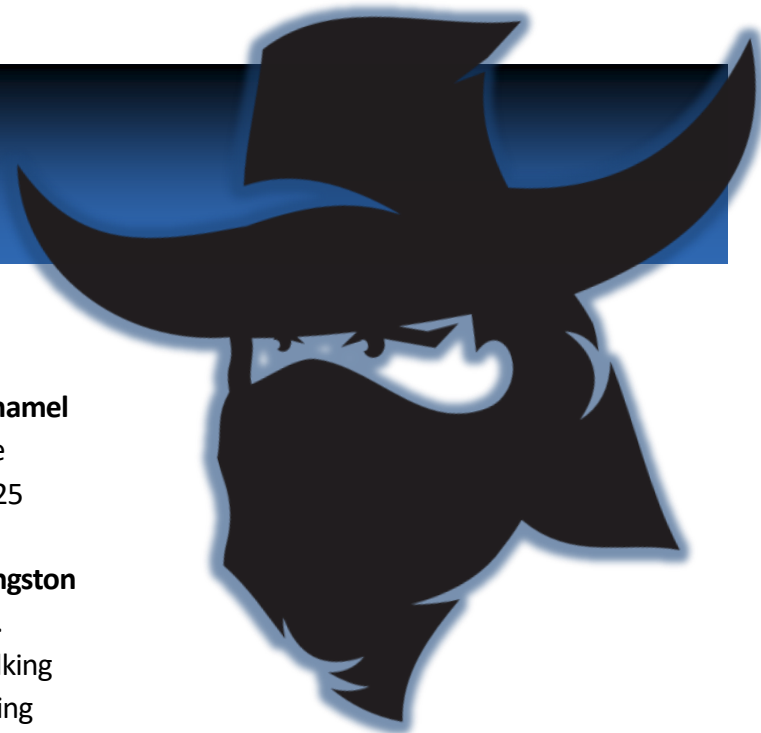


Seaplanes on Lake Union, redux

Our June issue published an article on Lake Union seaplane activity. To save space, we had to abbreviate this caption. Here is the complete version, thanks to Tom Kreyche.

Seaplane pilots' perspective of waterways on Lake Union. The white lines are designated seaplane waterways. Seaplanes are not restricted to these areas and can operate anywhere on the lake. The two-digit numbers are the magnetic headings of the waterways; for example, 34 means 340 degrees. In light winds, 34 is commonly used for takeoffs and 16 for landings. The dimension numbers are the length and width of the waterways. KA is the Kenmore Air dock, and SS is the Seattle Seaplanes Dock (modified from WA State DOT diagram).

Are You an Outlaw?



In the mid-1990s, the LWRC tribe enjoyed an especially active masters racing schedule, with **Bill Tytus** and **Frank Cunningham** leading the competitive scullers (and some sweepers) through twice-weekly workouts that resembled cage fights. To encourage even more race efforts, the coaches established a wherry ladder, a system for ranking the club's scullers through a series of challenges. You'd challenge the rower above you on the tote board, and, like a duel at dawn, race the 1000-meter Ship Canal course from SPU to the Fremont Bridge. If you won, your marker swapped position with the loser's. One problem: no one really liked racing a wherry.

But everyone likes a head race, so the Outlaws came into being. The staggering amount of effort and planning that a totally legal race (e.g., Head of the Lake) demanded was impossible on a monthly basis, so we took a page from the old-school Southern stock-car street racers—the “outlaw” part. It was a case of “run what ya brung”—no categories or handicaps. And no stinkin’ government permits. In

one such race, a double with **Matt Crouthamel** and **Rick Tarbill** rowed the locks-to-bridge course in 13:42, a record that still stands 25 years later. (I think.)

The Outlaws are back, with **Damon Ellington** organizing a self-timed 1K race on July 24. These are low-stress, fun events, trash-talking encouraged. If you want to keep your racing chops sharp, lend an organizing hand to extend the schedule through fall.

—*Hugh Lade*

Long-time LWRC member and coach Hugh Lade can be seen almost any day at the boathouse or on the water. He has trained dozens of novice and experienced rowers over the years.

Damon describes the July 24 race: A total of 13 boats came to race the SPU-to-Fremont Bridge course, most of them completing it three times. It was a beautiful day in the canal, with not too much boat traffic and plenty of fast racing. The only question people had was, “When’s the next one?”

Well, the Outlaw doesn’t really make plans or give out schedules, but there’s clearly an appe-

tite for this kind of healthy competition. Keep your eyes peeled and your powder dry, and we’ll see what the fall brings. In the meantime, if you’re looking for some good head-racing practice, Evan Jacobs and Tyler Peterson are running the Locks-to-Can Race on Wednesdays, from August through September. Meet at the boathouse at 5:30 a.m., mosey up to the Locks by 6:00 or so. See you on the water!

Damon Ellington enthusiastically competes whenever circumstances allow. He recently returned from participating in the U.S. Masters National Championships in Oak Ridge, Tennessee.

WATER WAYS

North- west Native Canoe House Coming to Lake Union

Lake Washington Rowing Club will soon have another sibling organization on Lake Union. The Northwest Native Canoe House, to be located at the southwest corner of the lake, is currently in design and will be under construction in 2022. Active planning for this project has been under way for over 25 years. Project sponsors include the United Indians of All Tribes Foundation and the Seattle Parks Department.

This long hoped-for project will highlight indigenous maritime heritage in a variety of ways. The canoe house will help preserve native traditional canoe carving, including Native American carvers-in-residence, and provide cultural demonstrations and interpretive and educational opportunities. The Center will provide support for Native Intertribal Canoe Journeys.

Public access and involvement will include canoe-building classes, canoe rides, and other cultural demonstrations and activities. Project design elements include traditional log framing, a green roof, and a “soft” beach for a more realistic, traditional canoe-launching experience. A Welcome House is also planned for the site.

Fundraising is under way for this facility. Jones and Jones is the architect for this project. More information is available at the Seattle Parks website: <https://www.seattle.gov/parks/about-us/current-projects/northwest-native-canoe-center>.

—Ron Martinson



Harbor Patrol

206-684-4072

Also on the bulletin board in the
boathouse

Report Oil Spills 24/7

1-800-OILS-911

Washington Division of
Emergency Management

MARINE AFFAIRS The Things We See



(Photo: Marilyn Goo)

Sittin' on the Dock ...

Returning from a row one fine morning in May, **Nancy Egaas** and **Marilynn Goo** spotted something unusual on our main dock. Someone was launching a kayak, and he was stowing some sort of contraption in it. At first the women thought it resembled the Eiffel Tower, but as they got closer, it

seemed to resemble the television towers on Queen Anne Hill. After docking, they stopped to chat.

Louie Raffloer was headed toward Gas Works Park to meet up with his ham radio group, who were going to show off their new antennas. It turns out that Louie is the sole proprietor of Black Dog Forge, which produces some very beautiful and very artistic ironwork. He also has some interesting ties to Pearl Jam.

You can learn more at <https://www.facebook.com/Louie-RaffloerBlack-Dog-Forge-116783265018885/> and <https://www.seattletimes.com/entertainment/music/seattle-is-dead-mourning-the-potential-loss-of-black-dog-forge-pearl-jams-birthplace/>.

Nancy Egaas contributed to this article.

Sweetgrass Restoration

Earlier this summer, you may have noticed unusual activity in our dock area. You were witnessing work on the Sweetgrass Living Shorelines Project, conducted by the UW School of Marine and Environmental Affairs.

The project's purpose is to retrofit today's urban, "armored" shorelines to their previous ecologically productive state, restoring habitat function.

Learn more at <https://livingshorelines.be.uw.edu/project-background/sweetgrass-restoration-project/>



(Photos:
Janet
Walker
and
Theresa
Batty)

WATER WAYS

Suze Woolf finds inspiration on the water

Art and Water

OK, it's not rowing—I didn't even paddle!—but it was on the water ... Well, not in "our" cool and bounteous Northwest watersheds, but in southeastern Utah's high desert. The San Juan River is one of the steepest, fastest-moving rivers in the United States. Originating in the Colorado Rockies, its average drop is eight feet per mile, steeper than the average gradient of the Colorado River through the Grand Canyon. But somehow, its rapids on the section we did are no more dramatic than Class 2, and the two-year drought affecting the Southwest meant even less whitewater.

I was asked to provide a different kind of excitement: I taught a watercolor workshop on a rafting trip as a fundrais-

ing benefit for [Great Old Broads for Wilderness](#), a land-conservation organization. The trip filled up quickly in early 2020 but, alas, was postponed twice by the pandemic. The original trip was to have had [Holiday River Expeditions](#) as the guides, me as the art guide, and [Regina Lopez-Whiteskunk](#)—former head of the Bears Ears Intertribal Coalition—as the cultural guide, but she couldn't make the revised dates. Even so, we still enjoyed stopping and learning at Ancestral Puebloan sites daily.

If the river wasn't challenging, the *plein air* conditions were: very hot and very windy, with the odd easel blown over, hunting for vistas with shade, showers of tiny pebbles under overhangs—but these older women were wonderful students, and the

young female river guides were fabulous, too. We managed to get our rafts

off the river and onto the trucks by ourselves at take-out, prompting one woman from another trip to come over and ask just who we were.

Now I have some artwork to donate to their next fundraising auction!

—Suze Woolf

*Besides being an accomplished mixed-media artist, longtime LWRC member **Suze Woolf** makes every issue of Making Waves look great!*

Above: Lime Creek Camp, watercolor sketch. Left: Morning demo. Below: You think an eight is heavy! (Photos Susan Kearns)



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WATER WAYS

Osprey Lookout

Heading to the Ballard Locks and back is a common workout for LWRC rowers. We know the landmarks, including the ancient rust buckets that seem to have been there forever. But sometimes we're focused so intently on the task at hand that we neglect to register the details of our environment as we pass through the Ship Canal.

So next time you're in the turnaround basin adjacent to the locks, take a look to the north. Among the many moored ships, next to the drydock, you'll see the *Coast Angel*. Atop its forward mast, you'll notice a platform with an arrangement of branches—and you may also see an osprey tending the nest. Yes, instead of the stereotypical crow's nest, this is a much larger osprey's nest. And, not too far away, perched on another ship's mast, you may also see a lone osprey—the mom or dad, perhaps—keeping vigil, a sentinel ready to guard against predators or to spot that next fish dinner for the hungry nestlings.



(Photos Creative Commons)

To learn more about ospreys, check out these resources:

<https://www.allaboutbirds.org/guide/Osprey/id>

<https://ebird.org/species/osprey>

<https://www.allaboutbirds.org/news/lessons-from-the-osprey-garden/>

Is an Osprey a Seahawk?

Rumor has it that the Seattle Seahawks logo is a stylized osprey. See what the Audubon Society says about this compelling question: <https://www.audubon.org/news/what-seahawk-anyway>

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