



# Making Waves

The LWRC Quarterly Newsletter

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## Prague Winter

*LWRC member Dennis Williams spent most of November and December in Prague, capital of the Czech Republic, polishing his proficiency in speaking and writing Czech. He recounts below his experiences in and impressions of this beautiful medieval city—illustrating once again how rowing affords us countless opportunities to explore the world and expand our personal horizons.*

**A**fter one month:

It's hard to know where to start. Prague is, of course, a most beautiful city, spared from bombing by the Allies during the Second World War and from Nazi retribution when they retreated. This late fall has been unseasonably warm, and it caught me with only warm clothing. Winter will come soon enough.

I am studying the Czech language at UJOP,

the language school for foreign students at the Charles University. I am surely the oldest participant, as most of the students are of college age—but what an outstanding assemblage of talented young people! Today we had a “talent show” presented by the students in the year-long program. The talents ranged from piano through violin and guitar to dancing and singing. The level of performance bordered on professional.

Before leaving Seattle, I contacted the [Český Veslařský Klub Praha](#) to arrange for a two-month membership. The club is one of many here in Prague, where rowing is taken seriously. The club was established in 1915, so this year marks their 100th anniversary. They have about the same number of boats as our club, but several additional features—including a boat shop some 30 meters long, with enough woodworking equipment to make Susan salivate. How about a 12-inch planer? They have a

*Refinishing a wooden four*





The “old guys” celebrate Christmas

rowing tank. And they have a ping-pong room. And they have a *hospoda* (club room), where on late afternoons you will find the *staří muži* (“old guys”). The erg room is filled with energetic high school kids expending enough ergs to power half of Prague.

Two clubs (mine and the [Veslařský Klub Blesk](#)) occupy their own private island on the Vltava—aptly named “Rowing Island.” It even



Relaxing in the hospoda (above)

has a passenger ferry to the west side of the river that is part of the public transportation system. The current is very weak; the usual routine is to row upriver two bridges and then return with the current. The second of the two bridges is for trains only and is referred to as (Czech humor here) the Intelligence Bridge. It seems that when it was built with two tracks during the Soviet Period, someone neglected to notice that it connected to a tunnel with room for only one track. Rowing downstream toward the center of Prague brings one under the historic Vyšehrad Castle, which once protected the city from invaders. I have a red single for my use, and I have befriended two old guys who row doubles with me. When it’s too windy to row, we can use the tank (much preferred to erging) or play ping-pong. (I was not prepared for the intensity of the old guys when playing doubles at table tennis. After an hour, I’m more than ready for a shower and a beer.)

In the club meeting room, essentially a pub with cabinets of trophies (and an HOTL poster) for decoration, a half-liter of beer costs 50 cents. Tavern food is similarly priced (I won’t bother to name the food, since it wouldn’t mean a thing in English). The old

Dennis launches on the Vltava (Moldau) River (right)

guys are a surprisingly active bunch; on Tuesdays and Thursdays, there are usually 12–16 of them in the rowing tank or at ping-pong (or, with some encouragement from me, on the water). At 4:30, everyone repairs to the



Trophy case, [Český Veslařský Klub Praha](#)

*hospoda* for beer and a light meal.

Prague in November is a lovely city without the crush of tourists one finds in the summer months. There is no need for a car, since the system of subways, streetcars, and buses goes everywhere—

frequently. I don’t bother to check a schedule because another tram will be by in five minutes or less. A monthly, all-inclusive Metro pass is cheap (and with a senior discount, even





cheaper). Restaurants are cheap if you avoid the city center and the tourist traps, and beer really is cheaper than water. At the supermarket, half-liters of beer are sometimes 7 Kč (less than 30 cents). If you aren't exhausted from rowing or ping-pong, you can enjoy world-class ballet, orchestra, and opera at the National Theater every night. I got a fourth-row seat to *Il Trovatore* for about \$40.

The CVK guys are as happy and hospitable at my presence as we at Lake Washington are with temporary members we have hosted



from Europe. I would encourage all our members who may be visiting a foreign

city for any length of time to check in advance with the rowing clubs and bring your rowing clothes along.

I'll see you in January!

—Dennis Williams

## From the Editor

Aside from rowing, what else do our members do in their free time? If you're like Dennis Williams or Margaret Berg, you travel. In this issue, Dennis describes his recent two-month sojourn in Prague, Czech Republic, where he expanded his knowledge of the Czech language and—of course—took advantage of the hospitality of the local rowing club. Margaret's travels in Peru didn't involve rowing, but she noted that there were plenty of potential coxswains there (see photo).



Margaret Berg in Peru

Alice and David Marshall, on the other hand, structured their vacation around rowing when they attended the renowned Craftsbury Outdoor Center sculling camp last summer.

Several of our members are accomplished artists. Suze Woolf, our newsletter layout wizard, is co-curating "[Slash & Burn,](#)" an exhibit at the [Kirkland Arts Center](#) that runs through January 31. Check it out.

With winter holidays behind us, we look forward to relaxing more on the water and enjoying an increasing number of daylight hours. For a while, at least!



—Roberta Scholz

## Designer's Note:

*Making Waves* is designed to be read on-screen. It can be printed out on letter-size paper, but to save trees, it is landscape format, text is large, and underlined bright blue links are live. Use the [full-screen setting](#) in Adobe Acrobat Reader.



—Suze Woolf



A portion of Suze Woolf's *Okanagan Iridescence*, 52" x 25" varnished watercolor on torn paper

## New Shoes on the Dock: Sara Poor

Sara grew up in South Carolina aboard a 40-foot schooner built by her father. As a result, she rowed dories and skiffs to get around—much as Seattle kids now use Orca cards to ride the bus. While in college, she and her boyfriend—and future husband—entered a blindfolded rowboat race. With her boyfriend as coxswain, she beat her marine-engineer competitor hands-down. In 1987, she and her husband moved to Seattle, where Sara is an oncology infusion nurse. She became interested in rowing after running started to beat up her feet.

Sara loves LWRC because members have been welcoming and helped her find her way. In addition to rowing club boats, Sara keeps a shell—*Sweet Pea*—docked at Foss Shipyard. It, too, was built by her father. She also loves to share her rowing with her patients, which helps initiate some great conversations.

—Joani Harr



## From the President: A Note from Marcie

You may not know this, but the land underneath our Fremont boathouse is not ours.

We lease it from Suzie Burke's Fremont Dock Company. It's a very long-term lease, but every 15 years we reappraise the property and adjust the monthly rent. The last appraisal was in 2008; at that time, the land was appraised as if it were a parking lot. We have eight years to plan for the next go-round in 2023, at which time the valuation will be based on full commercial use.

This is something we need to think about now—there's a very good chance that our monthly rent will triple, maybe even quadruple. We want to get ahead of the game.

To that end, we plan to establish

an ad-hoc Long Range Planning Committee.

We don't need an eight-year commitment from members, but I am interested in hearing from you if you're willing to think big-picture about LWRC's future—especially if you have real estate, legal, or financial expertise.

Our biggest concern is revenue—how we can maximize the money we see from our building. In early 2016, I'll be convening a brainstorming session (with some refreshments to lubricate your brains). Until then, feel free to contact me with any ideas you might have on this topic.

—Marcie Sillman



## Ongoing Volunteer Opportunities

**Program Committee** President-elect KC Dietz has been coordinating programs but needs help. Please contact [board@lakewashingtonrowing.com](mailto:board@lakewashingtonrowing.com) and KC will get in touch with you. ([See more opportunities on page 13.](#))



## My Turn: Reflections on the Water

*What makes  
LWRC  
so special?*



LWRC is a great club. What makes it great is not our beautiful boathouse. It's not the great water we row on. It's not the spectacular views of Mt. Rainier, the Olympics, and the Cascades we get on a sunny day, although those are nice too. What makes it great is the people.

As a community of rowers, we are more than the sum of our parts. We support each other in becoming the best we can be, achieving things we didn't think we could do. Many's the time I have come down to the boathouse at five in the morning, not feeling too bright and eager, only to be challenged on the water and find myself responding. And rare are the days I leave the boathouse not feeling more energized and invigorated than when I arrived. Rowing at LWRC is one of those things that get us out of bed in the morning.

Racing adds an element of honesty to our sport. First you have to train. For some this means setting up detailed workout schedules involving phrases such as "hypertrophy" and "threshold max." For others it's just "try to keep up with Evan." Whatever your preferred training program, you will find a like-minded group at LWRC.

A big part of what makes our community special is our wonderful boathouse. It was built in 1994 with the blood, sweat, and tears of our incredibly dedicated members, and we own it. However, we do not own the land it sits on, and every month we must pay rent to the owner of that land. The terms of this agreement are renegotiated every fifteen years, the last negotiation having taken place in 2008. As it happened, the economy was in the Great Recession at the time, driving commercial real estate prices sharply down.

Even so, our land rent increased significantly to \$5,500/month in the latest renegotiation.

When I came here with my wife in 2009, the parking lot around our boathouse was filled with Chevys, VWs, and old Datsuns. Today it's Lexus, Jaguar, Mercedes. So if the value of the cars has tripled in the past seven years, what do you think has happened to the land they're parked on? Assuming real estate keeps pace with auto payments, we face the possibility of tripling our rent in 2023, the year of our next scheduled renegotiation.

The good news is that our board has focused on finances, and many volunteers have allowed us to save money so we have resources for our future. This will continue to be a focus in the coming year. OK, but what can we do? The answer: volunteer! There are learn-to-row classes that need staffing, launches that need hauling, buoys that need repairing, and (yes!) bays that need sweeping. All the daily chores needed to keep our boathouse running smoothly are jobs that we, the members of LWRC, need to lend a hand in doing. Our budget is needed for the raw essentials: rent, utilities, boats!

When we come together as a community and foster a spirit of inclusiveness and dedication, we can face down any challenges put before us. LWRC has always been a strong club. Let's ensure its survival for the next generation by stepping up now to carry it forward. We'll all be better for it.

—Damon Ellington



*Damon at NW Regionals*

## LWRC Archives: Cunningham Library

Prior to his death, Frank Cunningham spent much of his time at the boat-house, sorting through the memorabilia of letters written to various oarsmen and coaches throughout his career. We honored Frank's memory by converting the coaches' room into a more formal room with two desks and appropriate shelving for books. This room has become known as "Frank's Room."

Under the direction of Amy Peck and with the help of Pati Casebolt, members have sorted through Frank's writings, indexing them and storing them in library boxes—thus establish-



*Winter rowing has its rewards!*

ing a solid basis for naming it the Cunningham Library. This archive also contains materials received from various sources—pictures, books and journals on rowing, and other memorabilia.

This small library offers a wonderful resource for those of us here at LWRC as well as for other members of the rowing community. Once we have catalogued the items in the collection, we expect to be listed with the University of Washington libraries as an outside source for their funded effort to document the history of rowing in the Pacific Northwest.

We would appreciate LWRC members' assistance in maintaining and expanding this small but significant archive by contributing items they feel are significant. Please feel free to contact me ([jtsack@comcast.net](mailto:jtsack@comcast.net)) if you think you might have something that belongs in the collection. I'll be happy to discuss it with you.

In order to maintain the integrity of the collection, it's vital that nothing in it be removed from the premises. We can easily arrange for you to browse through the archive at your convenience.

—John Sack



*"Second Shift" scullers Nancy Egaas and Molly Corrigan*

## Wanna Row?

If you've been looking for someone to row with but don't want to commit to a program or row in the dark, the informal "Second Shift" scullers may be for you. This group connects via email and goes out around 7:30 a.m. when the weather is decent. They row in singles, doubles, and occasionally a triple or quad. If this group sounds right for you, contact [board@lakewashingtonrowing.com](mailto:board@lakewashingtonrowing.com) to get connected.



—Marilynn Goo

## LWRC Boys in the Boat

*Twenty years ago, the untested LWRC men's lightweight coxed four earned the respect of many at the Royal Canadian Henley Regatta*

St. Catharines might be the finest rowing venue in North America. Nestled between Lake Ontario and Niagara Falls, St. Catharines has hosted the Royal Canadian Henley Regatta every summer since 1903 as well as multiple National and World Championships. Twenty years ago at St. Catharines, I first represented LWRC in competition and first gained racing experience as a lightweight rower.

Having just graduated from UCSD, where I'd rowed for four years, I was unsure of my future career. But I did know two things: I wanted to continue rowing, and I wanted to stay on the West Coast.

The new LWRC boathouse in Fremont was nearing completion. Doug Nelson, Bill Tytus, and Frank Cunningham were organizing a summer collegiate rowing camp. I was eager to discover how I might measure up against guys of similar size after spending the previous four years fighting the heavyweights for a seat in the boat at UCSD.

I arrived in Seattle with two duffel bags containing everything I owned. My plan was simply to row for the summer and not worry too much about what would happen next. The camp's goal was to quickly assess the rowers' skill levels, teach them to row properly, and prepare them for rac-

ing—in just eight weeks. My challenge was to incorporate new ideas about rowing to completely change the way I thought about the sport.

Open to all collegiate rowers, the camp had a relatively equal representation of women and men, lightweights and heavyweights. But from the beginning, it was obvious that a



**ALL THE WAY FROM THE WEST**

Lake Washington RC made its first appearance at Henley 43 years ago and the Seattle oarsmen have been back on a regular basis. They like the high-calibre competition available on Martindale Pond. For Henley 1995, it was the Senior 155-Pound Cox Four against a field of five with a 6:59.82 winning clocking. The lightweights boated as Chris Richardson, Peter Davidson, Evan Jacobs, Jon Ver Halen and cox Sandra Schwabel. That's the Rodger Sellars Memorial Trophy on the presentation dock.

very fast group of lightweight men was consistently taking most of the practice race pieces off the heavyweights. As the summer progressed, we continued to pick up speed and confidence and looked forward to getting a chance to race seriously.

We traveled east for two multi-day regattas over two consecutive weeks: the USRowing Club Championships on



## LWRC Boys in the Boat, continued

Lake Onondaga in Syracuse and the much larger Canadian Henley at St. Catharines the following week. In Syracuse, we could test our race plan and suss out the competition for the Henley. Our confidence going into that regatta became justified as we easily won the men's lightweight coxed four.

The following week, we were entered in three events at the Canadian Henley: the intermediate coxed four, straight four, and pair. (The "intermediate" designation has since been replaced with the internationally more accepted "U23" categorization, where each athlete is under the age of 23.) With heats, semis, and finals in each event, success meant racing several times a day for several days in a row.

Our best chance to win would be in the coxed four, for we had less experience in pairs—and steering a straight line



*Evan now*

in the straight four had proven to be a challenge. After winning the heats and the semis, we were confidently ready to race in the final: no other boat had come close to beating us in our five previous races.

On the day of the final, however, we'd first have to race in a heat for the straight four and a final for

the pair. After those races (qualifying in the four, taking third in the pair), I wasn't sure how much energy we would have left.

From the start, it was a two-boat race between us and a St. Catharines boat. Whether due to the heat and humidity or fatigue after our third race of the day, we couldn't sum-

mon the energy to pass the hometown crew and finished second.

Exhausted, we still felt we were faster than the other crew. St. Catharines would get a guaranteed spot in the final, but we discovered there was one lane still open. The event would be a final only, and we would have our chance for a rematch!

Before that, however, we had another final to race. We hadn't yet had a strong race in the straight four and felt lucky even to be in the final after advancing out of the slowest qualifying heat. Something was different that day, though, and everything finally clicked. We raced well, and we won—against all expectations. The momentum was back on our side.

As with all other major races, our final for the senior lightweight men's four was held on Sunday, the last day of the regatta. The grandstand was packed with spectators. This time, our fortunes were reversed: we held off St. Catharines to win our second trophy of the regatta. Years later, I returned to St. Catharines and ran into the coach of that crew; he was still amazed that we'd managed to beat them. (Two members of that crew later represented Canada at the World Rowing Championships.)

After returning from the East Coast, I decided to stay in Seattle in large part to continue rowing at LWRC. I rented an apartment in Fremont and set myself a new goal: to learn to scull.

*—Evan Jacobs*



## My Kind of Summer: Rowing at Craftsbury Outdoor Center

This past August, we traveled across the country to the northern reaches of Vermont in order to spend a week at the [Craftsbury Outdoor Center](#) and participate in their sculling program. Craftsbury is located on the shores of Lake Hosmer, a beautiful, private waterway.

On the first day, a Sunday, we checked in to very basic and dorm-like accommodations and immediately presented ourselves for orientation and a flip test. The demonstration of how to get back into a capsized shell was the first of many dockside practical lessons that included racing starts, backing skills, and—for the adventurous—how to stand up in the boat.

During our first row, the coaches evaluated each participant based on speed, skill, and comfort level. The next morning, coaching groups were announced. We were assigned boats and oars for the week, so there was never a moment's worry about equipment.

On the first evening, the camp hosted a wine-and-cheese gathering for the adults. We happily kept up the tradition on the remaining evenings, with masters rowers bringing wine,

beer, and snacks to share at our pre-dinner gatherings. The large number of youth participants were kept busy by the coaches during this time.

We rowed three times a day, and each row was staffed with coaches roaming the lake in launches and shells. They stopped us often to offer tips and encouragement or to ask whether we had questions. The coaches were a great bunch, obviously very accomplished rowers as well as very good coaches.

Between each day's rowing sessions, we attended lectures, watched videos of our rowing (with comments from coaches), or attended extras such as a yoga session or a tour of the Concept 2 oar factory.

The food is fabulous—and plentiful. Seriously. It's a good thing we were rowing three times a day. Their cafeteria uses many ingredients from Craftsbury's own organic garden and buys as much as possible from local sources, including Ben and Jerry's ice cream!

The week-long camp builds to a race on the last afternoon: the Head of the Hosmer. By the time Thursday afternoon rolls around, you've



*David and Alice Marshall*

been rowing a lot, but so has everyone else. The course runs the length of the lake, just short of 3,000 meters. There was a wonderful spirit of encouragement and fun at the finish line for both the elite-level rowers and the complete beginners. Alice tied for first among the masters women, and David came in second among the masters men. (I don't want to talk about how many teenagers rowed past us.)

It was a thrill to have the opportunity to row this much for a week, have helpful coaching, make friends, meet other rowers, and just immerse ourselves in rowing for a week with no outside distractions.

*—David and Alice Marshall*



Going out . . . (Liz Caluori photo)

### Proud to Be . . LWRC!

Thanks to strong performances by many of our rowers, LWRC won the Masters Points Trophy at Head of the Lake November 8. The award reflects a club's aggregate points earned by placing among the top three finishers of any masters race. Well done!



And coming back . . . (Liz Caluori photo)



More than 7 knots . . . ? ([Kathleen Atkins](#) photo)



American Redstart, Pati Casebolt  
Graphite on paper, 5" x 6"

## Martha's Moms:

Julie Smith chats with the Moms' new coach

**A**idan Hennessy, new to LWRC but known to the local rowing community, lives in the U District. Half Irish, half French-Canadian, he grew up in Mounds View, Minnesota. A varsity rower at the University of Minnesota, Aidan has coached middle-school and masters crews since graduating in 2012. He became Seattle University's head men's coach last July and a month later was named varsity assistant coach at Seattle Rowing Center.



### Which sports and games did you do in high school?

"Not a single sport. I was just useless."

### So how did you get into crew?

"Funny story. I first went to St. Cloud State University, an hour away from home. I used to be very quiet and not talk much. I was tall and gangly and homesick. I didn't eat with anyone."

After spying a brochure for the crew program, he thought, "'Maybe I should row to take my mind off being homesick.' I was terrible as a freshman rower, and nobody would have thought this kid would coach someday." But by the end of freshman year, "I loved rowing and realized, 'Hey, I'm competitive.'"

Over the summer, encouraged by a cousin to row with the Minnesota Boat Club under Coach Peter Morgan, he ended up in an eight "way above my skill level." But now he was thinking, "Man, this is really rowing. I want to do this more."

Back in St. Cloud, Aidan "didn't like college" and found "the campus depressing." His fellow oarsmen seemed less "engaged" than he was. A few days into his sophomore year, "super-pumped to get faster," he quit school and applied to transfer to the University of Minnesota, where he rowed for two and a half years—eventually under Coach Morgan.

### Greatest moments in rowing or coaching?

As a rower: Spring of senior year, stroking the four that won the American Collegiate Rowing Association men's varsity four championship.

As a coach: SRA masters women's four (40+), second place at HOOCR in 2013. "It was the first medal for any SRA woman at HOOCR, junior or masters. Pretty cool." And this past spring, eight of his middle-schoolers medaled in singles, doubles, and quads at the junior national championships. "The kids had a blast."

### Future coaching plans?

"Collegiate level D1."

### What will we hear as your broken-record coaching critique?

"'Sit up and hold your body over'—phrased in many ways."

### How will you run selection?

"In pairs, if possible. When you make selection as objective as possible, people don't get upset. And if they do, it's unfounded."

### What's challenging about coaching masters women?

"Getting them to relax. For example, trying to run practices and [put together] even boats. They may ask, 'Why is so and so there, this person?' rather than another person. Don't read

[\*continued on p. 13\*](#)



## Coaches' Corner

### The Sky's Not Falling, but Your Catches Sure Are Skying!

*Veteran LWRC rowers Andy Rees and Mike Rucier share their thoughts on the most effective catch.*

The usual warm-up to the south end of Lake Union can feel like a tremendous amount of work, simply because of a timing issue: you and your crew aren't matching. Instead of gliding over the water's surface, the boat feels like an icebreaker. At times, Mike and I have wrestled our way to the south end, only to be exhausted. Among the numerous causes for timing issues, one of the biggest offenders is skying. "What's that?" you ask; let's ask Mike in a moment, for he's quite familiar with this term (*wink, wink*).

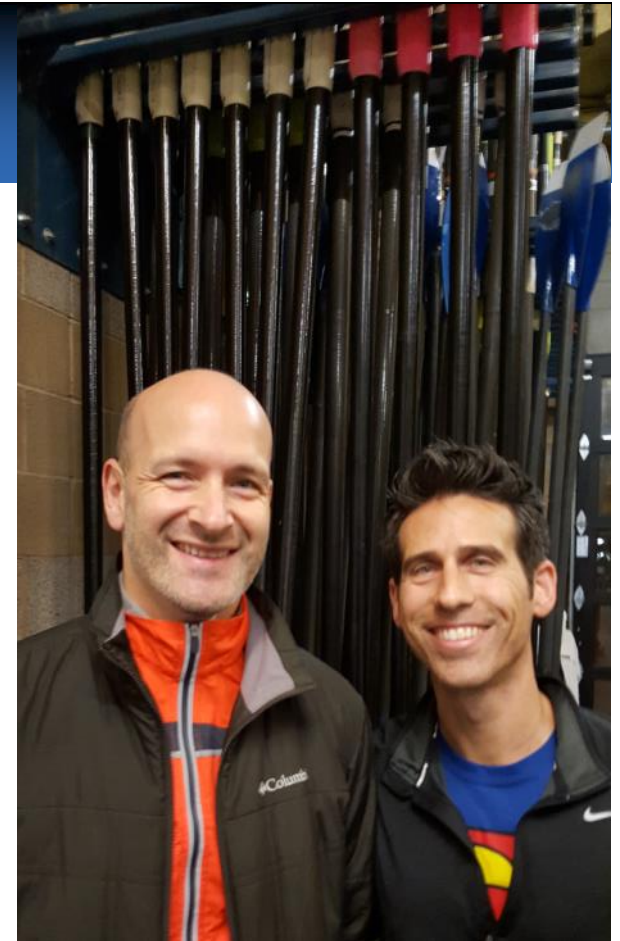
Simply put, skying means the blade rests higher above the water at the catch than is ideal. Therefore, the blade must travel a greater distance to make contact with the water, take hold, and start the stroke; this in turn makes the rower late each stroke. Two factors can cause this elevated blade position: collapsing your upper body to get more reach, or simply dropping your hands at the catch. Both

lead to a lower handle height, resulting in a higher blade. One of my favorite drills to help correct these habits is simple: the **catch drill**.

With this drill, your partner can command your stroke (Mike lives for this!)—balancing the boat while calling each of your strokes. Each stroke is limited to the initial impulse off the foot stretchers—just the first three to four inches of the drive. In the starting position, with my arms outstretched, core engaged, and back strong, my chest is up and my blade(s) feathered on the water's surface. On Mike's call, I connect with the water, my blade squared and almost fully buried under the surface, and push off the footboards those few inches, making sure that only my legs are starting the stroke—not my back or arms. After the initial pulse, I stop pulling—allowing the blade to wash out to the feather on the water's surface by relaxing the hands—and come back to the catch position. I wait for the next call and repeat. By repeating this drill, you can reset the proper handle height and body placement at the catch.

Any thoughts, Mike?

Yep. I'm an offender. It becomes problematic



*Dynamic duo: Rees and Rucier*

when I try to slow the slide of people behind me who are a little too anxious. Andy is quite familiar with my call for ratio (*wink, wink* back at you, bro!). That attempt to slow the slide gets me hung up, my posture collapses a little, and bingo!—skying, like Andy said. The catch drill is an awesome way to correct this, but my favorite is the **random catch drill**. This one

## Coaches' Corner, continued

requires a coach or coxswain to call the catches.

To execute this, each rower needs to be ready to catch whenever "Catch!" is called. At the same time, the rower needs to be moving up the slide—never stopping. Sometimes the call will come right after the finish. Sometimes it will be serial rapid-fire calls that never let the rower get much beyond half-slide. But the best is when the coach waits longer than when the normal catch would occur: this requires each rower to maintain posture and keep reaching until the call is made.

This drill not only helps with skying, but also with quickening the catch (which is compromised by skying). It takes the thinking out of the stroke, forcing the rower to work on impulse. As the great Frank Cunningham famously said, "Don't think—feel!"

By paying attention to details such as skying, rowers will reap huge benefits, allowing them to turn a clunky practice into a productive outing.

Have a good row out there!

—*Andy Rees and Mike Rucier*

## Martha's Moms, continued

[continued from page 11](#)

into it."

### Why do you like coaching masters women?

"In the groups of athletes I have worked with, masters women frequently are the ones who retain changes in the stroke (not always, but greater odds)."

### What's something about you that most people wouldn't guess?

"Cooking is awesome. I do love to cook. And I went to the Taylor Swift concert. Does drinking beer count?"

### How did you land in Seattle?

A Minnesota friend had told him about rowing here one summer. "That sounds awesome," he thought. He spent the summer of 2011 in pairs and doubles with SRC and competed in the B.C. Championships.

### What do you like about Seattle?

"The people are fairly similar to Minnesotans. Kind, intelligent, progressive people."

—*Julie Smith*

## Ongoing Volunteer Opportunities

**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](mailto: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. Contact [LearntoRow@lakewashingtonrowing.com](mailto:LearntoRow@lakewashingtonrowing.com) to let Elizabeth Burke know your availability.

**Boathouse Tours** Prospective members often want a tour of the boathouse. To help, please contact [board@lakewashingtonrowing.com](mailto: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. It's a great way to meet fellow members.

**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](mailto:board@lakewashingtonrowing.com).

**Say something about rowing or LWRC** Submit a contribution for the newsletter to [lwrcnewsletter@comcast.net](mailto:lwrcnewsletter@comcast.net).