



Making Waves

The LWRC
Quarterly
Newsletter

Vol. 5, No. 1
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The 70/48

True Grit

Rainer Storb helped crew a men's quad in last June's epic 70/48 boat race from Tacoma to Port Townsend. Ride along with him as he describes their experience!

The challenge

The 70/48, a 70-mile (112K) boat race on Puget Sound from Tacoma north to Port Townsend, is to be completed within 48 hours. No outside help and no escort vessels are allowed. In addition to combating the rigors of distance, marine traffic, poor

Lining up for the start in the Thea Foss Waterway, Tacoma





Under way in Colvos Passage, west of Vashon Island, about 10 to 15 miles into the race. (Photo courtesy of the crew of the Salty)

nighttime visibility, and weather, we faced substantial ebb and flood tides whose north-south currents markedly affected boat speed. Of the 121 teams entered, 99 finished.

We were Team 89 (“Sound Rowers”) and rowed a Chris Maas–built, open-water, carbon-fiber quad, 35 feet long, 14 inches wide at the waterline. It weighed 128 pounds and had bailers in each cockpit to drain out any water coming over bow and gunwales. Our bow and navigator, **Jeff Bernard**, was 48 years old; I sat in front of him, 83 years old. My son **Adrian Storb**, 41 years old, occupied 3 seat behind our stroke, **Todd Silver**, 65 years old. Jeff, Adrian, and I belong to Seattle’s Lake Washington Rowing Club and Todd rows out of Tacoma. We are all members of Sound Rowers.

Heading for open water

A horn blast sent off all boats at once on Monday, June 11, 2018, at 5:30 p.m. Spectators on boats and bridges watched us scrambling in the narrow Thea Foss Waterway of the Port of Tacoma. We heard cheers: “Go, Todd . . . go!”

The weather was sunny and warm. The first checkpoint, a boat anchored off Point Defiance close to the entrance of the Tacoma Narrows, was hard to find. On the way there, a speeding Pierce County Sheriff’s boat powered by four outboard engines waked and swamped us completely. With their power boat, Todd’s brother and family accompanied us to the south entrance of Colvos Passage, a tidal strait west of Vashon Island. They cheered one last time before returning to Tacoma.

Our quad was loaded with extra clothes, food, and drinks as well as with GPS, marine radio, phone, two GPS-based speed coaches, tracker, radar deflector, life vests, and running lights. Starboard and port wing riggers at both bow and stern were wrapped with green and red LED lights to be even more visible.

Jeff navigated by GPS, given that we were unfamiliar with the waters

True Grit, continued

*Todd Silver
(stroke), Adrian
Storb (3), Rainer
Storb (2), Jeff
Bernard (bow/
navigator) during
practice run on
Lake Washington.*

west of Vashon and north of Bainbridge. We'd heard that other teams had made up to three nighttime practice runs on various sections of the race course. Our practice had consisted of a single 30-mile row from south Lake Union around Lake Washington's Mercer Island and back! We maintained a steady 8 mph northbound in the Colvos Passage. Roughly three-quarters of the way up Vashon Island, a wooden power cruiser, the *Salty*, caught up to us. Her skipper and three-person crew spent 15 to 20 minutes taking photos of us. As the *Salty* eventually veered away, one woman aboard threw us kisses, which I took as a good omen. 😊

We were very lucky with the six huge Washington State car ferries whose routes we crossed. (The closest one, the brightly lit Kingston ferry, sailed across our bow perhaps a hundred yards ahead, but none slowed our progress.) As we approached Blakely Rock, a reef off Bainbridge Island, it began to get dark and then very dark, due to the new moon.

Heart of darkness

It was strange rowing through the night. Lighthouses sent out periodic flashes. Lights from planes approaching and leaving Sea-Tac airport crossed the sky. In passing by Seattle, I saw at a

glance how it resembled an ethereal city of light, eight miles across the water on starboard. I shushed from my brain any thoughts of my comfortable bed at home. With the dark, the air temperature dropped. We put on extra layers of clothing. Around the Decatur Reef buoy, marking the south/east tip of Bainbridge, a northeasterly headwind sprang up—creating bumpy waves which slowed us as we headed north. Spray bounced over bow and starboard gunwales, soaking us. To keep warm, I pulled my jacket's hood over the baseball cap. On starboard, large container ships, tug-barge convoys, and a Coast Guard vessel rode by on Homeric wine-dark waters, their wakes lifting us up long after the ships were gone. Green bioluminescence flew off



True Grit, continued

“Around the south point of Marrowstone Island, like an eerie apparition, an unlit Zodiac-like speedboat raced up to our stern. A man at the helm stopped us, shouting, ‘Identification!’”

Adrian’s and Todd’s oar blades. It was mesmerizing, and I focused on it to forestall thoughts such as “How many miles still to the finish?”

We stopped every half hour for a quick drink. Everybody on board had his own concoction; mine was coconut water. I ate two power bars before the race and forced down another at Faye Bainbridge—definitely not caviar. We also stopped three times during our journey—at Blake Island, at Faye Bainbridge State Park on Bainbridge Island, and at Point No Point Lighthouse on the Kitsap Peninsula. At these stops, one or two of us, up to the knees in cold water, held the quad so she wouldn’t beach herself and damage the rudder. The others would stretch tired muscles, get water, go to the bathroom. However, it was at these stops that boats passed us.

The 10-mile stretch from Point No Point, across the mouth of Hood Canal (a 65-mile long fjord) to Port Townsend Ship Canal, was challenging, in part because we were tired and in part because we were far offshore and couldn’t see any progress, just darkness. A headwind and the oncoming flood slowed us to 4.8 mph. A couple of teams passed us there. They recognized and made use of a giant eddy close to Foulweather Bluff and the Olympic Peninsula, an uncanny feat of seamanship. In contrast, our GPS guided us straight to the Canal and into the flood. Around the south point of Marrowstone Island, like an eerie apparition, an unlit Zodiac-like speedboat raced up to our stern. A man at the helm stopped us, shouting, “Identification!” Todd and Adrian shouted back, “Boat 89, Sound Rowers.” The man looked down (presumably at an iPad), yelled “affirmative,” gunned the engine, swerved, and disap-

peared in the dark. We suspect he was U.S. Navy.

The final push

Entering the Port Townsend Ship Canal, our speed rose to 11 to 12 mph (the giant eddy’s tail end?). We had, for the first time, a tail wind and felt uplifted. A crew at the second checkpoint (Portage Beach on Indian Island) cheered as we sped by. The extensive Naval Magazine facilities on Indian Island were guarded by ships with blinking lights (and, most likely, machine guns and torpedos). Jeff saw a docked nuclear submarine, probably loading or unloading weaponry. Just past the north end of Indian Island, I recognized Rat Island and knew it was only three more miles across Port Townsend Bay. That, combined with the lightening eastern sky promising sunrise, further lifted our spirits. The indefatigable Todd picked up the stroke by a beat or two (the proverbial horse smelling the barn). Sooner than expected, we glided by the sleepy docks and piers of downtown Port Townsend, saw the Coupeville ferry loading cars, and crossed the finish next to Rat Island Rowing Club. Adrian raised his arm in triumph. We were done. We clocked in at Port Townsend at 5:11 a.m., finishing seventh overall after 11 hours, 41 minutes.

Recovery and celebration

My wife **Beverly**, our van driver **Brian Hayes**, Todd’s spouse **Teresa**, and Port Townsend boatbuilder friends **Mark Miller** and **Steve Chapin** cheered from the beach—they had followed our progress via tracker on the 70/48 website. Steve put up boat slings. As we lifted the quad while standing with wobbly legs on shifting gravel in the water, she felt far heavier than at the launch in Tacoma!

True Grit, continued

After she was ashore, our adrenalin stopped flowing and we became very cold very quickly. My numbed fingers were not able to remove the duct tape securing the bow lights, for example. Adrian shivered almost uncontrollably in his wet clothes. Hot showers and big breakfasts soon restored function. We returned later to clean up quad, oars, and other equipment and, helped by friends, to load the lot into/onto our van. Puzzlingly, I felt no aching muscles but—not so puzzlingly—was tired for two days. Even though not wearing gloves, Adrian and I had no blisters, but he had tendonitis in the right forearm that prevented him from rowing for the following two weeks. That night we celebrated over a memorable dinner with spouses and

friends at an old Port Townsend restaurant. Memorable not only because seafood and wine tasted exceptionally good, but also because of the gratifying feeling of being done with something very challenging and very nutty.

Assuming an actual rowing time of 10 hours and an average stroke rate of 27 to 28, we made close to 17,000 strokes between start and finish. When asked whether we would do 70/48 again, Todd and I said no, Adrian said yes, and Jeff was sitting on the fence. 😊

—**Rainer Storb**

On page four of our June 2018 issue Tyler Peterson recounted his experience in rowing the 70/48 (<http://lakewashingtonrowing.com/wp-content/uploads/2019/02/MakingWavesJune2018FINAL.pdf>)

Editor's Note

Once again, some of our members have generously shared with the rest of us their knowledge and experiences. From an inspiring account of rowing 70 miles up Puget Sound through the summer night, to the story of painstakingly constructing a new triple, to practical tips on coaching, this issue provides much food for thought. It also introduces you to the notable accomplishments of some of our members who were recently recognized for their selfless contributions to our LWRC community. What's more, you can also meet some new members and new coaches!

Enjoy!

—**Roberta Scholz, Editor**

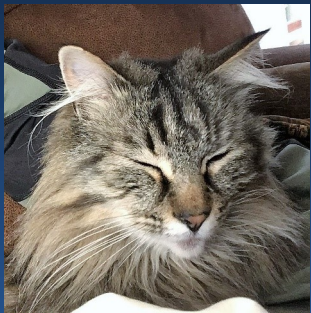
Designer's Reminder

Making Waves is meant to be read on-screen. Printable on letter-size paper at 94% size, it is laid out in monitor proportions (landscape), text is large, and underlined links are live. Use the [full-screen setting](#) in Adobe Acrobat Reader for the most legible view.

—**Suze Woolf**



Pati Casebolt



Joel Osborn's alter ego

**Pati Casebolt
and Joel Osborn
help keep
LTR running
smoothly**



2019 Volunteers of the Year

Pati Casebolt

In the past year, **Pati Casebolt** has offered her services for almost every Learn to Row class. She primarily helped the LTR Sculling but also served as a coxswain for my LTR Sweep class. Pati is a positive and calm presence during the classes, assisting new rowers with getting into boats and feeling confident on the dock. She steered and bowed my new rowers, and as a coach, I was always thankful to hear her voice saying soothing things to the nervous novices. All our coaches could always trust her to be an optimistic guide as the rowers navigated the canals and moved among other boats.

Pati also stepped up to the challenge of helping prepare dozens of buoys for marking this year's Head of the Lake course as **Mike Rucier** moved on to other support activities and **Damon Ellingston** took over for Mike. She joined other LWRC members in placing the buoys during the run-up and early-morning hours prior to this major regatta—the largest head race on the West Coast. Thank you, Pati, for all your hard work, and congratulations!

Joel Osborn

Our other Volunteer of the Year award goes to **Joel Osborn**. For the past two years, Joel has selflessly offered to cox and

fill in as a rower in the LTR Sweep boats. I was always grateful for his calm demeanor while steering an 8+ filled with novices while combating power boats and electric boats in the canal. He never once flinched when asked to squeeze himself into the cox seat!

Joel also spent time at Sow's Ear, providing thoughtful inquiry and work for which Susan Kinne has expressed immense gratitude.

What's more, Joel took on the arduous task of joining the buoy team for Head of the Lake. He graciously took one of the 3 a.m. placement shifts—which the rest of us are thankful for, since it absolves us from filling that spot! Thanks and congratulations, Joel!

Finally, I want to thank all our members who have ever filled in a seat in an LTR boat, helped at regattas, or taken towels home to be washed! These small efforts are truly the foundation of the success of our boathouse.

—Teddi McGuire

Member, LWRC Board and Co-captain



Special Thanks

I also want to recognize the selfless efforts of two of our board members in particular. Over the past few years, **KC Dietz** and **Janet Walker** have pulled us into the black, revitalized our programs and competitive teams, and brought a successful juniors team into our club.

Their commitment to this club and its legacy is truly inspiring to those members who are newer, or younger, and who were looking for a home in our LWRC community. I could go on, but from the entire membership—thank you, KC and Janet!



Long-time LWRC member John Robinson has spent countless hours in the Sow's Ear, repairing boats and other equipment. He is a devoted sculler.

Cerberus Reincarnated

Inspiration

We have a new three-headed hound to protect us from the dead—or at least that's the mythology associated with the name "Cerberus." Our first *Cerberus* was originally a Pocock pair with cox, converted to a triple by Frank Cunningham many years ago. Not only did she serve the club locally—and help start the occasional triple class in the Head of the Lake Regatta—she traveled as far as Victoria, B.C., and Port Townsend. She raced to notable victories.

Several years ago, while in Boston for the Head of the Charles, **Susan Kinne** heard about another Pocock pair with cox that was not being rowed but had a sound hull. Ever the opportunist, Susan found both the boat and a ride for it back to Seattle, where she had visions of a conversion to augment the local triple fleet. Unlike the club's other triples, which were assembled either by combining parts of several boats or by taking a section out of a hull, the pair with cox already has a hull built to carry three people. However, it has only two rowing stations: this was to be a simple conversion by adding a third rowing station in the bow to replace the cox seat. Since the hull did not require any modification, it seemed like a simple project, so the

Sow's Ear woodworkers eagerly started taking things apart.

Reality sets in

As with many projects, once the decks were off and the tape measure came out, we discovered the project was more challenging than it had seemed. With other priorities facing us, we put the hull on the top rack in the shop, where it sat for several years—despite occasional pleas from Susan that we needed "to get the triple down" whenever we stopped work long enough to do any project planning. Finally, last summer, there was space in the shop and time available, so we began in earnest to restore and convert the boat.

The first question most people ask is how old the boat is. It was originally built as a bow-loader with the cox lying down in a



Above: New rowing station installed in bow; below, with three new rowing stations (John Robinson photos)



Cerberus Reincarnated, continued

Successful trial row. “It floats and glides along nicely,” according to the test pilots.

tray that extended into the bow, forward of the rowers. Many people think of bow loaders as a relatively new design concept, as evidenced by the recent and more widespread shift to this configuration. However, based on this boat’s construction methods, **Bill Tytus** believes it was most likely built sometime in the early 1970s; this makes it about 45 years old.

After careful measurement and comparison to our first *Cerberus*, we found that to have the new bow station match the other two in length, the cockpit would need to be lengthened and extended into the bow. This in turn



required extending the side washboards and moving the structure that supports the V-shaped cheeks forward. Further probing found that one of the rowing stations had

at some point been chewed by some curious animal, so some existing structure here also needed to be removed and replaced.

Realization

When Pocock Racing Shells had closed their wood shop years ago, Susan had scavenged four boxes of pre-cut cedar boat parts—including many that would fit our triple. As we worked on the project, we tried to carry out all the restoration and modifications by using original materials sourced from Pocock or parts from other Pocock wooden boats. In this way, while a technically a “conversion,” it would still be a “Pocock.”

With tools and parts in hand and quiet afternoons in the shop to work uninterrupted, the process of removing existing structure, scarfing in new material, and carefully fitting the new parts began. Once the new rowing station was installed, the existing stations repaired, and everything varnished, we turned the hull over and began refinishing. When the hull had first arrived in Seattle, Susan had sanded the outside of the hull to remove all the old varnish and the layer of gauze-like fiberglass cloth that was varnished to the outside of the hull when the boat was first manufactured. After further sanding, the hull was finished with a new layer of cloth, six coats of varnish, and much more sanding. We took the boat up to Port Townsend, where friend **Steve Chapin**, who is still manufacturing cedar shells, helped install the new Dacron decks. With the decks on (and the forward and aft sections now sealed up), Susan mused one morning that we hadn’t leak-tested the hull before installing the decks, as we might have. Without the [*\(continued on p. 18\)*](#)

New Shoes on the Dock

Caroline and Eric Schuman Feel Right at Home

Caroline and Eric Schuman are among our newest LWRC members. They came to Seattle via Boulder, Colorado, and Philadelphia, Pennsylvania, and are both architects who are very sports-oriented. Eric completed the Trans Am, a 4,300-mile, self-supported bike race across America; Caroline circumnavigated Lake Tahoe in a 205-mile trail race. The Schumans also enjoy skate-skiing, yoga, triathlons, and sailing Lake Union with their three kids. Since their sailboat is moored at the marina across from the LWRC dock, they have enjoyed watching members launch and dock boats for many years.

With the help of LWRC member **Mike Stanley**, Caroline and Eric discovered sweep rowing last summer at Caroline's office team-building event—the Windermere/George Pocock Corporate Cup Regatta. After that event, they immediately signed up for Intro to Sculling with **Meghan Ricci** and **Pati Casebolt** in September. (They were so excited that they showed up for class on August 10 instead of September 10!) They live on Queen Anne Hill, so LWRC was an obvious nearby boathouse to join. They love the environment of an urban lake surrounded by float planes, paddleboards, kayaks, parks, and the city.

To quote Caroline: "We've been so impressed with the



kindness of the LWRC community as ambassadors for the sport. We love every minute we get to spend rowing. The peaceful mornings, beautiful sunrises, and only occasional swamping keep us coming back. Eric is quite proficient at getting back into the boat after flipping no fewer than three times in class. We are excited to be learning a new sport together."

—Joani Harr



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President's Message

Fundraising for Equipment



Happy winter, everyone—hope you all survived Snowmageddon!

Thank you to those who attended January's annual meeting. We updated you on the state of the club, celebrated Volunteers of the Year **Pati Casebolt** and **Joel Osborn**, and also honored long-time member **Marilynn Goo** with the Board of Directors Award. We added two new members to the Board of Directors: Vice President **Matthias Broecheler** and Member-at-Large **Angie Ong**. Welcome! Continuing in their BOD roles are Co-captain **Teddi McGuire** and Secretary **Gavin Gregory**.

I'm very excited by the enthusiasm of our new board. In our first meeting, we hit the ground running, identifying projects for 2019 to further our mission and secure our future. Treasurer **Janet Walker** has convened the Endowment Committee (**Matthias Broecheler**, **Elizabeth Sicktich**, **Marilynn Goo**, and **Dale Peschel**). They will develop investment strategies while also creating a charter for the committee.

We have also reinstated the Programs Committee. Matthias will lead the group in defining its purpose, with Angie helping us gather important data. We hope to design programs that will be well suited to our members.

We took a break from active fundraising in 2018. For 2019, we are more than three-quarters of the way toward

an equipment fundraising goal of \$40K. Because we do not budget for large equipment purchases in our operating costs, we depend on your generosity for state-of-the-art improvements. In December, we ordered a new open-weight quad, to be delivered by mid-year. Thank you to those members who stepped up to the plate with matching-fund incentives. **Kelly Johnson** chairs this fundraising campaign, and you will hear more from her via email. (Feel free to contact her with any questions.) We hope you'll help us meet our final goal—especially if you stand to benefit from this great addition to our shell inventory!

We recently began tracking volunteer hours online. (As a non-profit, we are obligated to record volunteer hours on our tax return.) Members are required to give 10 hours of service to the club annually, mostly in the areas of regatta support. Moreover, volunteering helps build our community and keep our costs down. There are many ways to assist, and almost anything counts toward your requirement. Visit the tracking system on MindBody to see all the possible opportunities awaiting you!

As always, I thank you for your membership and support of this great club.

—**KC Dietz**

President, Lake Washington Rowing Club

Coaches' Corner: **Choosing Lineups**



Rachel Wong offers insights into crew selection

As competitive rowers start to gear up for racing season, coaches will be taking a closer look at their crews and potential lineups. While some coaches are very transparent in their selection process, many rowers are unaware of everything that goes on behind closed doors before final lineups are released. Especially as rowing equipment becomes more technologically advanced, accurate data are more readily available to coaches and more factors can be considered in the process of boat selection than ever before. These new advances are currently seen primarily in college rowing programs, however.

The best-known method of boat selection is

seat racing—the process of racing two boats side by side for a set distance or time, typically no longer than a few minutes. Between pieces, two rowers switch boats and then race the same piece again. Switches are performed as often as the coach feels is practical, and the rowers are not told who will be switched beforehand. The results are then compared, piece to piece, in order to determine whether a particular rower makes the boat go faster or slower. Seat racing can be useful in situations where two rowers have similar erg scores and skill levels, as it tests the athlete's ability to mesh well with the crew and tap into their competitive drive.

As popular as seat racing has been over the years, coaches have begun to rely more and more on other methods of boat selection. Although seat racing is straightforward and

easy to administer, the results can be affected by a number of factors such as wind conditions, coxswain ability, and the efforts of the other rowers in the boat who are not being seat-raced. Rowers who are not being tested through this process can subconsciously (or, in some cases, consciously) give less or more effort, depending on who is switched into the boat. For many coaches, the backup to seat racing is a simple erg test—usually the same length of time that would be required in a seat race. This can easily reveal discrepancies in strength and mental toughness between two rowers.

If seat racing and erg testing yield unhelpful or inconsistent results, then it's time for a coach to start considering factors that aren't supported by numerical data. Who has the better technique between two rowers? Who

Choosing Lineups, *continued*

has attended practice on a more consistent basis? Who has the better attitude and the competitive spirit that can positively impact the mindset of the crew? Most coaches find that selecting a rower who is willing to put in the extra hours is the better investment for a crew in the long term. It's important for both the crew and the coach to know that each rower in the boat is reliable and will show up for the hard work, not just for the fun of competition.

Ultimately, a coach should select a lineup based on the method that is best suited to the goals of the team. Putting the best boat together usually isn't as simple as selecting your strongest rowers; it takes time to figure out which rowers can move seamlessly as one unit. Whether a coach is using seat racing, erg testing, or other methods of boat selection, it's not always about the fastest athlete on the roster—something has to click within a crew. This means that the top ergs won't always make the boat, and no seat is

guaranteed.

So if you're trying to make a boat this spring, talk it over with your coach before the season starts. Ask your coach what factors are important in boat selection so you can keep those things at the forefront of your mind during your training. Get to know your teammates if you haven't already, because the emotional bonds between teammates are often just as valuable as the physical work. This kind of attention to detail will help you stand out from the crowd and develop a rewarding, positive relationship with your coach and your teammates.

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



Harbor Patrol
206-684-4071

The number is
posted on the bulletin
board in the boathouse.



PLAN YOUR RACE SCHEDULE NOW!

Spring racing season will be here before you know it! March 16 is the Green Lake Spring Regatta, Lake Stevens Spring Sprints will be held April 27–28, and Masters Regionals will take place in late June. We will post more information about regattas as they get closer, but start planning and marking your calendars now!

—Teddi McGuire
LWRC Co-captain

Pass the Word

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

Help us share the news!

lwrnewsletter@comcast.net.

HEAD OF THE CHARLES®

R E G A T T A

Updated HOTC results for LWRC rowers!

In our previous issue, we noted the achievements of LWRC entries at the 2018 Head of the Charles Regatta. Here, we recognize LWRC rowers who crewed in composite boats with rowers from other clubs.

- ◆ **Rachel Alexander**, along with her teammates from Long Beach Rowing Association, took gold in the Senior Women's 60+ Eight.
- ◆ **BJ Connolly**, together with teammates from Lake Oswego Rowing Club and Olympic Area Rowing Club, took silver in the Senior Women's 60+ Four; **Diana Holman**, formerly of Martha's Moms, completed the four-some. They were guided by a cox from Columbia University.

Well done, all!

LATE-BREAKING NEWS

Congratulations to our Women's Competitive team! Based on their winning performance last year, they have a guaranteed entry in the 30+ category at this year's Opening Day races on May 4!
LWRC also has a 30+ men's eight invited via lottery.

GO FOR IT!



Above: Guess how many legs a killdeer has? (Photo taken February 10, 2019, by Jane Ritchey)

Below: A great blue heron sleeps in the shallow water outside Jane Ritchey's window, all snuggled down amidst the falling snow (photo taken February 8, 2019 by David Ritchey). [See more on p. 19.](#)



Check out our
programs!
[http://
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ing.com/home/
programs](http://lakewashingtonrowing.com/home/programs)

Martha's Moms Home Again

Rachel Le Mieux brings her vast expertise to the Moms

Combining a long tradition with LWRC and a deep association with Martha's Moms, **Rachel Le Mieux** became the Moms' coach late last fall, and the team is ecstatic.

You may recognize the last name if you row singles. The *Le Mieux* was christened in appreciation of Rachel's parents, who from the early 1980s contributed countless hours to supporting their daughter's rowing. This included boat hauling, carpentry, and trailer repair (Dad) plus all-around support, especially in away regattas (Mom).

The story starts at Western Washington University. When a hundred women tried out for two seats in a women's club team, the field narrowed to Rachel and one other woman. Rachel became the boat's coxswain. Current Moms captain **Carolyn Fletcher** was the stroke! Post-college—at the small boathouse under the bridge—Rachel became a Lake Washington Rowing Club cox, competing in many LWRC boats over the years. Her first Masters Nationals with the club was at Lake Placid, New York. At the request of Moms founder and coach Martha Beattie, she even coxed a Moms boat to a third-place finish at those same National Championships. And on the side, she and

her dad trailered many a boat near and far. (*Ask Rachel about the experience she and her dad had conveying the historic **George Pocock**—built eight to Dale Chihuly's studio in Tacoma.*)

In 1990, **Sheri Cassuto** at Seattle Yacht Club introduced Rachel to her future partner and wife, **Deborah Bennett**, who rowed and coxed for the Moms. And to continue our flagrant name-dropping, we invite you to check out who's listed on the Lake Washington Rowing Club founding plaque as co-managers of the boathouse!

Rachel taught Learn to Row and continued to cox at LWRC through the 1990s and early 2000s, even as she studied accounting and became a CPA at Moss Adams. (Rachel is now a partner at Peterson Sullivan, where she heads the state and local tax group.) When morning workouts and work collided, Rachel changed her rowing focus to refereeing. Her experiences are dazzling and include coxing an East German Olympic reunion boat, officiating at two Masters Worlds regattas in Italy, and earning nine Worlds medals.

Fast-forward to 2019. Now studying to become certified as a Level 3 US Rowing coach, Rachel's still plying her CPA trade while also completing a master's degree in sports coaching and leadership at Drexel University. The Moms are the lucky [continued on p. 18](#)



Photo courtesy Rachel Le Mieux



Holy Names Academy: New Coach in Town



Last July, the Holy Names Academy crew moved into the LWRC boathouse, bringing with them a trailer full of equipment and a team of strong young women. Their coach, HNA alum **Caitlin McClain**, has been with the team since 2005.

Caitlin first discovered the sport of rowing as a freshman at Holy Names Academy. As a competitive swimmer, she needed a way to stay in shape in the off-season, and rowing was the obvious choice. By sophomore year, she had fallen in love with the sport and was rowing full-time, eventually going on to row for Loyola Marymount University in Los Angeles after graduating from high school. In the summer following her graduation from LMU, Caitlin began coaching the HNA summer camps before becoming an assistant coach for the youth program in the fall of 2005.

Caitlin has taken on many different coaching roles with HNA, becoming the head novice coach after her stint as an assistant coach and eventually assuming the head coach title in 2009. She recalls an emotional day during Head of the Lake in her first year as head coach: her varsity eight returned to the dock after winning their race, her rowers all “laughing with joy.” Being with the HNA program for nearly 13 years, Caitlin has seen the team adapt as it has

continued to grow, adding sculling boats and small boats to their repertoire a few years ago.

While most of us know Caitlin for her position with the HNA crew, she has also been active within the Holy Names Academy administration. After finishing her master’s degree in education at Seattle University in 2011, she worked as assistant admissions director. Last December, she assumed a new role as assistant athletic director. Mind you, this is in addition to being head coach and program coordinator for the HNA crew team, which has about 100 student-athletes on its roster.

As if that weren’t enough, Caitlin also started coaching with the U19 National Team in the summer of 2014 as an assistant coach with the high-performance athletes. In 2017, she was named the women’s sculling coach of the U19 team for the CanAmMex Regatta. She also runs identification camps in Seattle for youth rowers who are hoping to get invited to a summer training program. Needless to say, Caitlin has taken a very active role not just in her team, but in the broader world of youth rowing as well.

Since their move into the LWRC boathouse, HNA has had to make some small changes to their day-to-day operations in order to adapt to the new space. Caitlin [*\(continued on p. 18\)*](#)

**Board of
Directors
Award 2019**

**“She has served
on the board in
more positions
than anyone
could reasonably
imagine.”**



Marilyn Goo Honored

Marilynn Goo joined LWRC in 1975 after graduating from the University of Washington, where she had coxed for three years in the women’s rowing program. LWRC was the obvious choice to stay connected to rowing—it was the only adult rowing club in town—and within a year, she would be working on the Garfield Boathouse with **Frank Cunningham**.

Frank had practiced with LWRC rowers at UW’s Conibear Shellhouse, where they had been made to feel not particularly welcome. So Frank had procured a floating slip in 1976 and was turning it into the Garfield Boathouse.

Garfield was the first step on a long road toward establishing a permanent boathouse, and from the moment of her arrival, Marilynn supported Frank’s vision every step of the way. She contributed to the fund to repay Frank the roughly \$1700 he had spent on the Garfield floating “Pink Boathouse” and has contributed to every other boathouse fund since. Marilynn once even hosted a garage sale at her home to benefit the club.

In the mid-1980s, boat racks were installed in an old and cold, drafty warehouse on land that has since become the home of Adobe, not far from our current boathouse. Even though it had no running water and often flooded due to rain, the warehouse provided the club—for the first time—the opportunity to store eights and other larger boats. Marilynn was there every day, rowing or coxing every sort of shell and showing up for every club event: work parties, boat loading, social gatherings, competitive events. She

donated funds and helped raise money for the construction of our current Fremont Boat-house.

She tirelessly solicited

funds in the form of bonds from members and former members. Eventually, most of these individuals donated both principal and interest to the club.

In the 1990s, Marilynn and several others signed the mortgage for the new boathouse, pledging to provide funds for its construction in equal shares if the club could not.

Our club would not be the same without Marilynn’s leadership. She has served on the board in more positions than anyone could reasonably imagine. She is currently a permanent member of the Advisory Board, giving of her time and talents freely. It was Marilynn who in the 1990s created our first membership database—no more type-written lists! She has painted, cleaned, and swept the





Left to right above: Barbara Smith, Marilyn Goo, Jane Ritchey, Nancy Egaas in the Lucy Pocock Stillwell. Head of the Troll 2015. Crew is dressed in midies as worn by the UW women when Lucy Pocock Stillwell was their coach.

At right: Marilyn Goo, Barbara Smith, Jane Ritchey, Francine Rose

boathouse. She has organized the garbage, tidied the locker room, and persuaded other rowers to step in, too. She's even known to have had a hand in plumbing new sinks after negotiating a good deal with a local supplier!

Nancy Egaas points out that Marilyn has been a good friend to many of us— whether coxing us, rowing with us, bowing for us, or generally keeping things running smoothly so we can enjoy our favorite pastime with those whose company we enjoy.

For me, Marilyn has been my best friend since we first met in the early 1990s on the Garfield dock. I will never forget her words at that first meeting: “Boy, do we have a boat to row!” And then came: “The Lucy Pocock Stillwell!” Years have passed—and much water under the keel—but I can honestly say that not much has changed. Marilyn is still our leader.

—Jane Ritchey

Thanks to Nancy Egaas and Amy Peck for their contributions to this profile.



***Cerberus
Reincarnated,
continued from
p. 8***

decks on, fixing any hull cracks or a leak around the fin would have been very easy—after they're on, it's not easy at all! Fortunately, with all the attention during the sanding and varnishing process, we were reasonably confident that there were no cracks to leak.

With the boat restored and the riggers fitted, it was time to put it in the water and see what would happen. After some nostalgic remarks from the older folks (and a Champagne toast), Susan, **Dave Rutherford**, and **KC Dietz** eased themselves in and pushed off from the dock—no leaks, the boat set well, and off they went for the test row. Project finished, and a new triple in the boathouse!

Her Future

The “new” *Cerberus* will be stored back in the shop and is available for club use by more experienced rowers. Its survival for almost 45 years is a testament to the design, toughness, and durability of these wooden boats, but they

are nevertheless in many respects quite fragile and can easily be damaged. If you would like to row the *Cerberus*, you must request a “captain’s permission” and ask either Susan Kinne or me for an initial orientation before taking her out. A large portion of the damage to club boats that we repair in the shop results from running the boat up on- to the dock during an attempted straight-in docking, carrying the boat incorrectly, or breaking down the gunwales while getting into or out of the boats. During the orientation, we will talk with you about the best way to carry, set up, and get into and out of the boat; we will also discuss docking procedures. Rowing a wooden boat is truly a different experience, and we encourage all who are interested to try it.

Our original *Cerberus* triple has been passed on to the Bainbridge Island Rowing Club, where a group wants to restore and row her.

—John Robinson

***New Coach in Town,
continued from p. 15***

and the rest of the coaching staff have made a conscious effort to make sure that their athletes leave the bays and gym space clean and organized after each use. She notes, “It has been a pretty smooth transition, and we feel so fortunate to be a part of the LWRC community!”

I know that many of us at LWRC feel that HNA has brought new life to our boathouse, and we are thankful for Caitlin’s experience and care in helping to broaden the LWRC community beyond masters rowing.

—Rachel Wong

***Home Again,
continued from p. 14***

beneficiaries of her research and learning. She is loving the feeling of “being at home” at LWRC. And we’re delighted to hear that she’ll “stay with the Moms as long as they’ll have me.”

YES!

—Ann Vador

***Take advantage
of the espresso
machine!***

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



Dodd to Head Crew Program

Lou Dodd will head the Lake Washington Rowing Club program in the season ahead.

The former University of Washington crewman, who competed for a Lake Washington crew which finished second in the Pan American Games this year, was elected club captain at the annual election meeting over the weekend at the Seattle Tennis Club.

Other officers elected were Ted McCragg, president; Don Stewart, secretary; and Charlie Bower, treasurer.

Among items discussed were plans for the Olympic Games and construction of a new boat house on Lake Washington.

*The roots of the present are deep in the past.
(Marilynn Goo scan)*

THE BACK PAGE

The largest of the swallows, purple martins in the Northwest are associated with the waterfront. (There are nest boxes just outside the locks.) The young fledge from the nest over the water and must fly the instant they leave the nest. These birds don't come to land except to collect nest material, but they can be heard out by the locks. Very voracious mosquito and bug eaters, they have a distinctive chortle and send alarm calls whenever anyone approaches their nest sites. Purple martins were used as sentries by the Native American coastal

tribes, who valued their loud calls to signal any threat, whether animal or human. By the early 1990s, they had almost disappeared from the Puget Sound area, but colonies have been

re-established by the Purple Martin Project of the Audubon Society.

Too cute for words, these purple martin fledglings want to be fed.

The red-breasted merganser (below, left) is very frequently seen in the Ship Canal—and all around Puget Sound—in winter months.

—Jane Ritchey

