

LWRC

Making Waves

The LWRC Quarterly Newsletter

Vol. 2, No. 2 Late Spring 2016

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20 Years and Going Strong

Build It, and They Will Row

Our last issue described the quest to build a permanent LWRC boathouse. Once the Fremont site was secured in 1991, it took two years to obtain the necessary permits.

Architect and LWRC oarsman Nelson Miller notes, “We were, as far as the city was concerned, a ‘yacht club,’ not a commercial fishery or other marine support business the land was zoned for.” Almost two years were consumed with master use permit processing and other issues, all of which were eventually decided in favor of the Lake Washington Rowing Club.

Design

Meanwhile, Nelson was working on the design. “From the design standpoint, I made a trip to the East Coast and saw several boathouses there—old ones and new ones. Then several other Seattle rowers and I went to England and rowed the length of the Thames, studying the aesthetics (or lack thereof) of every boathouse on the river. There was a lot of research that went into it. A traditional design was selected to please Frank Cunningham and Stan Pockock. It has a traditional ‘Victorian’ shingled top with a very Italian base and tower. The whole design challenge was to reduce the mass and scale of the ‘warehouse’ portion by breaking up the second floor, on an extremely limited budget.”



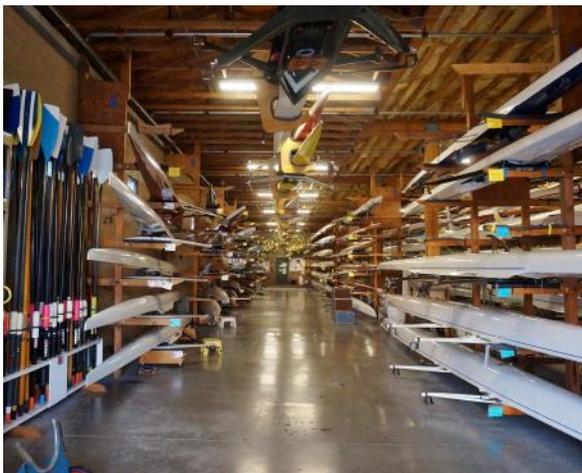
As an experienced rower (he won a gold medal in the eight in the 1959 Pan Am games), Nelson could avoid the pitfalls that a non-rowing architect might fall into. He knew much about storage of shells, oars, and ancillary equipment. He wanted to build in flexibility for future needs and to ensure that the upper shell-storage space was not eaten up by ducts, pipes, and conduit. “There are other boathouses that aren’t high enough to stack oars. Our ceilings are 14 feet clear. It was designed to be a boathouse.” Another feature that sets our boathouse apart from its peers is its spaciousness. With a floor plan of 60 feet

by 140 feet, it can store 74 singles, 42 doubles, 24 fours, and 18 eights.

Then-president John Alberti points out that “Nelson put a great deal of thought into the boathouse. He incorporated dual cement-block colors, clerestory windows, and the cupola atop the elevator shaft to suggest classical Tuscan architecture. He took pains to keep it in scale with the neighborhood (excluding the huge apartment building on the north side of 34th Street). It is one of the handsomest non-university boathouses in the country that I am aware of.”

Construction

At the January 1993 annual meeting, members voted overwhelmingly to opt for funding the structure only and to commit to doing the



South bay, LWRC boathouse

finishing work on our own. There simply weren't enough funds to finance a completed boathouse. “Really, it was beg, borrow, and steal—which is still the case.” Several members offered loan guarantees.

Once the building permit was issued by the city in early June 1994, the contractor began ripping up the asphalt. The foundation was laid by July 1, and the concrete-block walls were up four weeks later. Second-floor framing was completed by August 15. The contractor completed the structure during the last weekend in September, with a fully functional main floor, a bathroom, boat-storage bays, and a repair shop. The upstairs awaited outlets, plumbing, drywall, wooden floors, showers, lighting, and amenities. Boats were moved into the facility that same weekend. Our enthusiastic landlord, Suzie Burke, promptly christened LWRC her “Fremont Navy.”

Nightly work parties continued with the finishing work after the daytime construction workers went home. Often those workers would leave instructions to guide the volunteers in their nocturnal work. Team leaders matched volunteers to the various tasks according to their skills. A lot of teaching and learning went on.

Finances

Fundraising was still a pressing need. LWRC was a not-for-profit organization without a

“cause,” so the membership needed to generate funding itself. Raffles and phone-a-thons were very effective; a benefit dance was held, and a plastic piggy bank accepted spare change. Nelson recalls, “When the building started to go up, that’s when you could really feel the excitement among the membership. That’s when those who were not able to contribute cash began to contribute labor. Besides, despite the somewhat monotonous tasks, the work parties were a fine chance for the membership to get to know each other better.”

In John Alberti’s words, “There was a great sense of community at the time. The boathouse would not have happened without prodigious contributions of time, enthusiasm, and money. We did what we had to and succeeded, but the debt and land lease have challenged us ever since.”

From a historic standpoint, the reason we are so proud of being a part of it is that we’ve got a building now that’s going to last much longer than any of us are going to be rowing, and it expresses what rowing is all about.

[continued on page 4](#)



Nelson Miller

A Midwesterner Meets Seattle



Alex Gustafson began her rowing career promptly after moving to Seattle in August 2015 from her hometown of Waukee, Iowa. She was a Division 1 collegiate swimmer at Iowa State University, where she earned a bachelor's degree in environmental science and political science. Her next academic pursuit brought her to the University of Washington, where she is

currently pursuing a master's degree in marine affairs. Alex's career aspirations are to work in conserving, restoring, and protecting the world's oceans. Since moving here, she has also picked up the great hobby of tide-pooling!

After exhausting her college athletics eligibility, she needed to find some way to continue a training lifestyle and also get rid of her competitive energy, so it seemed only natural to join a rowing club—not to mention it's a great way to meet awesome people in a brand-new city!

Alex loves boats and being on the water. The training is oftentimes eerily similar to training for swimming, and the dedication certainly is, too. It's a great way to see the city

of Seattle from a different perspective. She currently rows with the mixed masters program, and she will readily tell you the rows at night through the Ship Canal and on Lake Union are the most romantic dates she has been on since moving!

—Joani Harr



Joani Harr

Editor's Note



Feel the pain. In our sport, it's sometimes not just physical but also emotional. A sense of humor can work wonders. Dale Peschel's vivid account of racing mishaps on Opening Day gives an insider's view of this unique and powerful racing experience.

In our previous issue, we retraced the steps leading from the creation of LWRC to the building of our boathouse 20 years ago. Nelson Miller now describes some of the factors that make our boathouse the envy of so many other clubs.

Evan Jacobs discusses the vital role that sculling proficiency can play when it comes to sweep rowing.

Thanks to all our contributors, who give so generously of their time and expertise to make our LWRC experience so much better!

—Roberta Scholz

Designer's Note: *Making Waves* is designed 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

Good News!

Let's celebrate! We've reached the milestone of 20 years at the Fremont boathouse. We'll host a club-wide cocktail party in the fall, exact date to be determined soon.

Let's burn the mortgage papers! The biggest news to share is our recent decision to pay off our building mortgage six years ahead of schedule. A group of members spearheaded by treasurer Janet Walker looked into investment options for our reserve funds and concluded that we would be better served to pay off the mortgage (4.7% interest rate) with US Bank. However, we will continue to put aside the monthly payment over the next six years. This action marks a significant achievement in establishing the club's financial stability.

Let's make room for improvements! Twenty years of facility use requires updating our assets. We'd like to make improvements to the Fremont and Garfield boathouses, including upgrades to the rental facility and maintenance of the launch fleet and docks. Improvements will start this summer with exterior repair, painting, and re-staining of the Fremont building. We're also looking into the possible con-

version of our launch outboard motors to simpler electric engines that require little to no maintenance and would be cleaner for our waterways.

Let's stay safe! Increased boat traffic on Seattle waterways is creating hazardous conditions. The best defense is education and training of our members. For 2016, the BOD recommends strongly that every member who hasn't passed a flip test in the previous five years retest this summer. We also strongly suggest that members retake the float test if they haven't done so within the past four years. LWRC will host two float tests off our main dock in Fremont, one at the end of May and the other in September.

We thank you for your membership!

—*KC Dietz*

KC Dietz, president, and Janet Walker, treasurer (Karin Rogers photo)

Boathouse continued from page 2

Everything that these people grew up with is expressed in that boathouse.

—*Roberta Scholz*

This narrative, adapted from an article by Joel Rogers that appeared in the March/April 1995 issue of American Rowing, was reprinted in the March 24, 1996, dedication issue of the LWRC newsletter. Thanks to Margaret Berg and Nelson Miller for providing it. Thanks also to Nelson for his helpful comments.



Pass the Word Has an LWRC member done something worth recognizing, on or off the water? Help us share the news! lwrnewsletter@comcast.net.

Captains' Corner

Safety First

Float tests

As part of our quest to pay more attention to safety, we're offering two sessions of float tests this year. These are great opportunities to take the float test for the first time or renew your current/outdated float test with rowing buddies in the very water where we row.

The first offering will be on May 28 from 10:45 a.m.–12:45 p.m. Each of the multiple 15–20 minute "flights" allows for instructions from the life-guard, a brief swim (the length of the dock), the float test itself, and putting on the life vest. Please contact your captains with any questions, and sign up on [MindBody](#).

Boat skills and flip tests

Our first sessions for boat skills and flip tests will be held May 14 from 10:30–11:30 a.m. Please sign up on [MindBody](#) and direct any questions to your captains.

Regattas

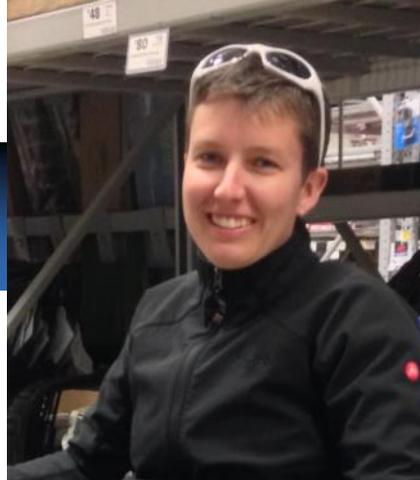
The 2016 Northwest Masters Regional Championship Regatta, held June 24–26 at Vancouver Lake in Vancouver, WA, is coming up quickly. We hope to increase our entries this year and look forward to having you all join us in Vancouver. The regatta packet should soon be available on Regatta Central (we will send the link in

the e-bulletin as soon as it's out). Now is a great time to put together your crews and start practicing together! Reserve your boat via the boat reservation request log downstairs at the boathouse, and let your captains know of any questions or concerns.

Equipment

As we approach our busiest time of year, we want to make sure we've shared the boat reservation process with you. This is most important with small boats! Pink reservation cards are available near the sign-out log; using the Velcro tab, attach one of these cards to the name card of the desired boat up to one week in advance. If you're reserving the boat to row with a coached program, you may reserve it twice during the week (otherwise once a week).

—*Melissa Hayes, co-captain*
coxswain01@gmail.com



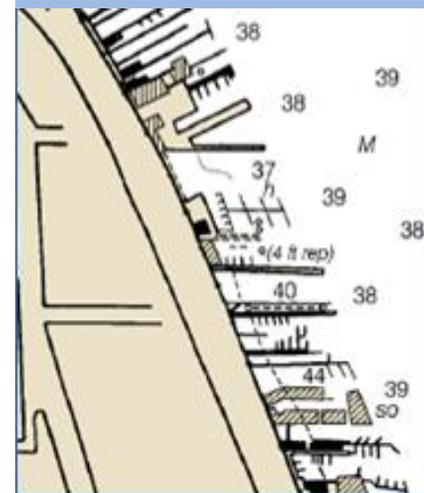
Upcoming Regattas

The club will be sending a trailer to **NW Masters Regionals (June 24–26)** and to the **Green Lake Summer Extravaganza (August 6)**. Depending on interest, we may also send a trailer to the Cascadia Masters Championship Regatta (July 16–17 in Burnaby, B.C.) and Head/Tail of the Gorge (October 22–23 in Victoria, B.C.). Please contact club captains Alex Parkman and Melissa Hayes for more information.

206-684-4071

Harbor Patrol

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



A Wild Ride on Opening Day

Or,
I Should Have Been There Tomorrow

I wasn't even supposed to be rowing in the boat. What with the painful pinched nerve in my neck, plus the two-week trip prior to Opening Day to babysit my grandchildren, I was a poor choice for a hardy starboard in the lineup. I opted out.

When I returned from the babysitting trip, the pinched nerve was much better. I was even getting over the painful sore throat, hacking cough, and sinus infection that my three grandchildren had happily shared with me. One week before Opening Day, the email arrived: "One of our starboards has dropped out—can you take his place? We're having a full-pressure, 2,000-meter practice tomorrow morning. See you at 5:45 a.m.?"

I learned long ago that, no matter how hard I try, I can't row an eight by myself. At practice the next morning, my general goal was survival. After a 4,000-meter warm-up row to the start, we lined up and took off. We rowed well! The talk at the boathouse later was about "getting out early, building an early lead, and hanging on to the finish." Some of the rowers were already polishing their first-place medals.

Early Friday morning, we rowed our shell over to the University of Washington boat house so it would be there to launch the next morning for our race. Meanwhile, the weather had been building all week: off-and-on rain—sometimes heavy—and a building, steady wind out of the south.

Opening Day at the shell house is a mosh pit. There's a total of 84 crews (i.e., about 700 rowers and coxswains) plus their shells. Throw in another 100 bodies for coaches, parents, spouses, and general hangers-on. The races start at two-minute intervals, so everyone wants to launch promptly and get out to the warm-up area quickly. Imag-

ine 700 people trying to get their 84 boats into the water on three slippery, slimy, goose poop-covered docks while the other 100 people are wandering around, gathering oars, walking their dogs, and standing around gawking. It is something of a not-quite-organized circus. Meanwhile, the wind has been building to a steady 25 to 30 knots.

Our race coxswain turns out to be one of the most experienced around. A short, stocky woman with closely cropped salt-and-pepper hair, she's wearing really cool wraparound sunglasses even though it's a relatively dark and overcast day. She exudes authority and confidence; she has a voice that needs no megaphone.

She goes over our launch, warm-up schedule, and race plan. We're in lane 4 (on the north/leeward side of the east-west course). We'll pull up to the start line with our bow turned slightly south into the wind until the starter says go. We'll then turn down the course and get into our race pattern. She further tells us that she won't say anything until we complete our five-stroke start and move into our "high ten" before settling into our race pace.

As launch time approaches, the excitement starts to build. We all take a last pee, grab another drink of water, do a group *Let's go!* and hoist our shell onto our shoulders to head to the dock. In the warm-up area, we start going through our paces. As we arrive in open, unprotected water, we start to see the waves. *My god, the waves!* They're running two to three feet at this point. We spend most of the time doing circular power tens until we feel warmed up—and then sit in the staging area, pointed into the waves (now running four to six feet!) while waiting to be called to the start line.

Finally, it's our turn: we're the last of the masters races. We line up in lane 4, pointed slightly into the wind, with the log boom on our starboard side and Corvallis in lane 3 on our port side. The first 300—400 meters of the course are openly exposed to the southerly wind, but then the course smooths out. Our cox has us in perfect position at the start. The other coxes are not so capable, however, and their boats begin to feel the effect of the wind. The two Ancient Mariner boats in lanes 1 and 2 are starting to get blown into lane 3, and Corvallis next to us is feeling squeezed.

Our cox has warned us to pay attention once we're lined up and to listen to the starter—it will likely be a quick start. We hear *Go!* and we set off. Almost immediately, our coxswain begins yelling at the top of her lungs, her voice amplified by the speakers in our boat: *CORVALLIS, GET THE F— OUT OF OUR LANE! CORVALLIS, YOU'RE IN OUR LANE, GET THE F— OVER INTO YOUR LANE!* Then to us: "Don't pay attention to them! Row through them! Row through them! Then to the other boat: *CORVALLIS, GET YOUR F—ING BOAT OVER IN YOUR LANE! CORVALLIS COX-SWAIN, STEER YOUR F—ING BOAT TO PORT!*

We have taken fewer than 20 strokes, and by now, our port oars are interlaced with the Corvallis starboard oars. We have nowhere to go on the other side—it's the log boom. We come to an almost-complete stop and try to push their boat away. Our cox says, "Start again on my call. Go!" We take off once more, get moving again, and our cox says: "They only have one seat on us; settle. Settle! Focus!" But once more, Corvallis moves into us and we thrash oars yet again. Our cox yells: *CORVALLIS! MOVE! OVER!* We nearly stop again, get going, and finally seem to get under way once more. It seems like hours have passed, but it's probably been only about 30 seconds since we started.

By now, our cox has picked up the usual race chatter: "OK, give

me ten for length. One, two ... nine, ten. Focus! They've only got three seats on us." It seems like we've been rowing for the better part of an hour, and we're only about halfway down the course (about four minutes into the race). We're settling nicely into our rhythm, I'm picking up my race-pace breathing, lots of length, and we're in the Cut—starting to hear the crowd cheering, along with the Husky band playing at the finish line. And then ... there's that sickening lurch and loss of momentum and speed as our three seat catches a crab.

Catching a crab is one of the worst events in rowing. Its force can literally launch a 230-pound rower six feet into the air and completely out of the boat. If the rower is not ejected, it takes great skill and strength to bring the oar back into position—or the boat must come almost to a complete standstill. We chose the latter.

We then executed our *third* start of the race and got going once more ... only to catch another crab. By this time, we were in the unique and unenviable position of being in the lead of the next race—remember those two-minute intervals? But alas, we were totally out of our own race. Needless to say, visions of those Opening Day medals had long since faded as we finally crossed the finish line.

I could say it was my worst race ever. But life is full of weird, wild, wonderful, and exhilarating events, and in another perspective, that's exactly what this race was. Our cox, who probably had been in hundreds of races in her career, summed it up along different lines: "Now I've seen everything."

Meanwhile, Sunday dawned with not a breath of wind and perfectly glassy water. I should have been there tomorrow. Or, perhaps, in Hawaii—where my usual rowing partner was sitting in the sun with his feet in the sand, sipping a mai tai.

—Dale Peschel

Volunteers Welcome!

Our previous newsletter mentioned that Lake Washington Rowing Club thrives because its members perform volunteer activities that keep the club going. This means that paid staff can be kept to a minimum, reducing expenses. Volunteering also provides an excellent opportunity to meet fellow club members. Each of us is expected to contribute at least ten hours per year, but many members put in more than that amount each month.

To facilitate volunteering, we've installed a "volunteer board" listing current needs. Look for it on the wall next to the downstairs bathroom. A schedule, checklist, and reminder are posted on the board. Be sure to check out the oar blade hanging above it—the award presented each year to our Volunteer of the Year.

Once again, our coached programs are scheduled to clean the boat bay on a weekly basis. Independent rowers are asked to join in whenever they can. This approach has been working well. Thanks to all who have



been participating—keep up the good work!

Also of note this spring, Dave Rutherford organized volunteers to help run UW regattas. They performed a variety of tasks including course setup and cleanup, course monitoring, and dock management. Marcie Sillman is working with another group focusing on long-range planning.

Finally, a big thanks is due to Roberta Scholz, Suze Woolf, and all contributors for the fabulous issues of *Making Waves*.

The operating board continues to look for ways to engage more members in volunteer activities. In addition to requesting individual participation for the activities listed below, we would like to consider forming volunteer teams. As with the Sow's Ear Boatworks crew, these teams would take on specific activities such as staging club events, moving launches in and out of the water, caring for the landscaping, or planning new club rowing programs. Members are needed to lead and participate on these teams. Please contact board@lakewashingtonrowing.com to volunteer or to comment.

—Marilynn Goo

LWRC Volunteers



House Cleaning Schedule

On each month we rotate 10 boats a row to help in cleaning and maintaining the boat bay. To make this easier for all, we will be using a House Cleaning Schedule. This schedule will be posted on the wall next to the downstairs bathroom. Please check it out and let us know if you have any questions. This schedule should be consulted within the week following your rowing date. You can check off the tasks after completion or add to the schedule during your work. Individuals not associated with a program should be cleaning a task from the period checklist as well when they are at their computer.

When a task is completed, check the box and initial with your name and the date.

Cleaning Schedule

May 1st, Mixed Masters & BOB's Scullers
May 1st, Martha's Men's & OUs
May 1st, Camp, Women, Evening League, & Theresa's Scullers
May 1st, Mixed Masters & BOB's Scullers
May 1st, Martha's Men's & OUs
June 1st, Camp, Women, Evening League, & Theresa's Scullers
June 1st, Mixed Masters & BOB's Scullers
July 1st, Martha's Men's & OUs
July 1st, Camp, Women, Evening League, & Theresa's Scullers
August 1st, Mixed Masters & BOB's Scullers
August 1st, Martha's Men's & OUs
September 1st, Camp, Women, Evening League, & Theresa's Scullers
September 1st, Mixed Masters & BOB's Scullers
October 1st, Martha's Men's & OUs
October 1st, Camp, Women, Evening League, & Theresa's Scullers
October 1st, Mixed Masters & BOB's Scullers
November 1st, Martha's Men's & OUs

Up This Week:

Comp. Women, Evening League, & Theresa's Scullers

Learn to Row (LTR) LTR classes begin in April and will run through at least September. Elizabeth Burke is planning some changes in format from previous years. Coaches and assistants are needed to help. Contact LearntoRow@lakewashingtonrowing.com.

Summer Rowing Race Camp Once again, LWRC will conduct the summer camp on Tuesdays and Thursdays from 6–8 p.m. and Saturdays from 8:30–10:30 a.m. The camp starts June 7 and ends with the Green Lake Summer Rowing Extravaganza on August 6. Camp volunteers are needed, both as coxswains and rowers. To help, please contact Melissa Hayes at coxswain01@gmail.com.

Welcome Committee Be a buddy for new and trial members. Take them out on a row, [continued on page 16](#)

Coaches' Corner

Strategizing the 1,000-meter masters sprint race

With sprint-racing season in full swing, it's a good idea to go over some of the basic strategies for navigating this formidable physical challenge. Since no animal is physically capable of all-out sprinting for 1,000 meters—maybe a greyhound?—the trick is to parcel out fuel from your energy reserves with maximum efficiency until the final minute, then throw everything you've got into an all-out sprint to the finish.

We can divide a 1,000-meter race broadly into three parts: the start, the body, and the final sprint. In my experience, 90 percent of all sprint races are won during the body: this is where you should focus your efforts.

The start It takes approximately five strokes to bring a stationary boat to racing speed (hence the “five-stroke start”—typically 3/4—1/4—1/2—3/4—full slide). The first stroke is all about maintaining absolute connection with the water: no yanking! Just pry with your hips, applying a steady pressure to accelerate the boat smoothly. Every subsequent catch should be lightning-quick to the water, but without knocking off the set of the boat.

One strategy is to sit upright at the finish throughout the start, getting a full dose of leg drive but with minimal swing or layback. This helps get the blades in and out of the water as swiftly as possible. Think hockey-goalie fast.

With the boat now at full speed, execute 15 or 20 “high” strokes at an exaggerated rate. You're fresh off the line and your adrenaline is rushing, so this burns off excess nervous energy while hopefully establishing an early lead.

The body Following the high strokes comes a crucial transition to the body of the piece: think “lengthen,” “settle,” “stride,” “shift.” The stroke rate comes down to around 30—32, depending on the boat and experience level. Maintaining good length and good rhythm in this transition is vital, as you'll be keeping that pace for the next 500 meters. Reach for maximum compression at the catch, then strive to maintain good contact with the water all the way through the finish by pulling up on your handle, not down into your lap. Equally important: Remember to creep patiently up the slide, your body swinging forward from the hips, and not catch before reaching maximum compression.



You'll become increasingly winded and feel some ache in your legs. Don't forget to breathe! Relax a bit by swinging your body over quickly, extending your hands without hesitation, and preparing to drop the blade(s) in smoothly.

The sprint About 200 meters before the finish line, begin your sprint by taking up the rate two beats without changing your slide speed. Control is vital here, and things get especially mental. After ten strokes, increase the rate another two beats and maintain this rhythm until you cross the line. It's permissible to feel proud when you see all the other boats behind you!

—*Damon Ellingston*

Martha's Moms

"Who's Martha?"

That's always the question people ask Martha's Moms rowers. And there was Martha Beattie at the LWRC boathouse one Saturday in April! When word got out before practice, a number of rowers came over to meet her.

To call Martha enthusiastic and engaging with everyone she meets is like proclaiming that the sun will rise tomorrow. Charismatic and genuine, she is indeed.

In 1984, when the mothers of some of her junior rowers at Lakeside School asked her, "Will you teach us to row?" rowing legend Martha answered, "Sure!"

On that April Saturday, Martha rode along in the launches with both Moms coaches, Aidan Hennessey and Shane de Leuw. She was visiting Seattle to see her son, Sam, and to function in her role as vice president for alumni relations for Dartmouth College in Hanover, New Hampshire, where she lives (and walks to work!). Martha has coached in Boston, Seattle, and Montreal and at Dartmouth, where she is in the Dartmouth Rowing Hall of Fame. She was head coach for the U.S. Women's Junior National Crew Team.

Over coffee after practice, the Moms savored some of Martha's "pent-up coaching" ideas. "Flat wrist" echoes Shane's and Aidan's patient reminders. She thinks skill level is absolutely critical in the masters world because skill differentiates those who win from those who don't.

Martha's hectic work life put her at ten Dartmouth events in the 11 days prior to her Moms visit. "I used to have a fantastic life. Now I have a fantastic job." Asked how she stays fit, she replied, "I walk to work, and while I'm using my Sonicare, I do lunges."

—Julie Smith



Grace Smith, Martha Beattie (center), and Pati Casebolt

Wonderful Copenhagen

This year's FISA World Masters Rowing Championships will be held in Copenhagen, Denmark, September 8 – 11. FISA especially wishes to encourage older masters rowers to participate and is organizing multinational crews in older age categories. For more information, contact Art Wright at artwright79@gmail.com. Also check out <http://www.worldrowing.com/news/calling-all-octogenarian-masters-rowers>.



BIG CLIMB 30

On March 20, 2016, the first day of spring, 19 stalwart members of the Lake Washington Rowing Club (and about 6,000 others) began their climb up the 1,311 steps to the top of the Columbia Tower.

We had signed up last November during the approximately eight hours before Big Climb 30 sold out and had trained on whatever stairs we could find throughout the winter in preparation for this moment.

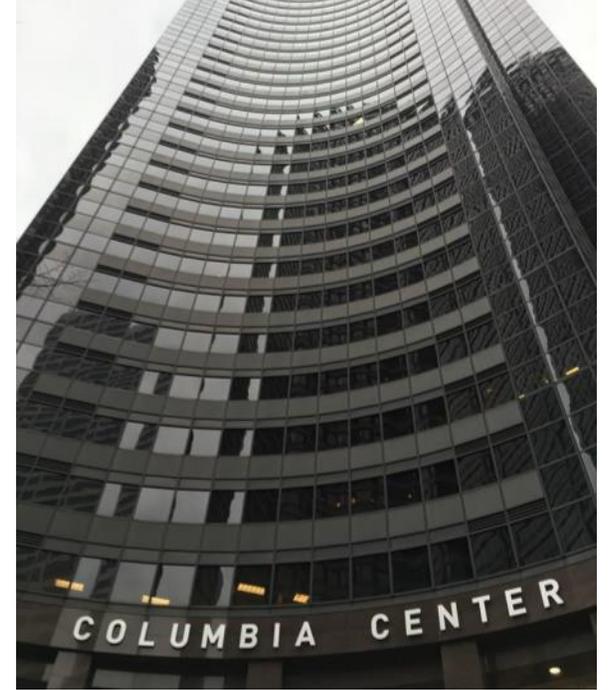
The Big Climb is a great athletic challenge and affords superb cross-training, but with a higher purpose: to raise funds for the Leukemia and Lymphoma Society in order to find cures for blood cancers.

To that end, we raised \$7,445 toward our (revised) team goal of \$7500. (We blew right through our original goal of \$5,000.) I would not be here to do this climb but for the work of a previous generation of researchers, fundraisers, and sponsors. There have been further significant advances in the ten years that Team LWRC has been doing this, so it could hardly be more worthwhile.

A salute and “Thank you!” to my teammates and our sponsors. It is an honor to do this with you.

—John Alberti

Here we are in the “Recovery Room” after a fine performance by all, including several first ascents and personal bests.



From Sweep Rowing to Sculling

In our January issue, Evan Jacobs described his path to qualifying for the 1996 Pan Am Games. Here, he tells how and why he then became a sculler.

When I first came to LWRC, I had very limited experience with two oars. I had spent the previous four years in a competitive college program and, like most collegiate rowers, had rarely stepped outside the fours and the eights.

My initial foray into sculling began out of necessity. There were simply fewer opportunities to get eight guys plus a coxswain out on the water. In addition, what would we train for? I wasn't yet a masters rower, and I was unaware of the other racing possibilities beyond the traditional spring racing season. I was looking for a challenge that would get me to the boathouse every day, and figuring out how to scull appeared to fill that need.

The biggest factor in making the move to sculling, however, was that I found myself in a place where sculling ability was very highly regarded and perhaps even emphasized over sweep rowing. Bill Tytus and Frank Cunningham provided coaching that went beyond the superficial differences between sculling and sweep: they introduced me to several new ways to think about the sport. They convinced me that no matter what I wanted to do in rowing, being a competent sculler would help me get there. Simply stated, the skills required in order to effectively move the single are directly transferable to any other boat, including large sweep boats.

This idea wasn't completely foreign to me. During my senior year in college, a visiting student from Australia had



Evan in orange (Ed Ives photo)

joined our crew. He told me how the varsity eight back home was selected by simply taking the fastest eight guys in singles. That was almost incomprehensible to me at the time but makes perfect sense now.

I can recall numerous times when LWRC won sweep events with entries that consisted primarily—or exclusively—of scullers. At the same time, we've gained a reputation in the rowing community for being a club that emphasizes the technical aspects of rowing. These two abilities are strongly correlated.

If you've experienced only sweep rowing and want to improve your overall boat speed, or if you've plateaued as a sweep rower and are looking for ways to get faster, then I highly recommend spending time in a single. It will not only provide you with a new challenge but also give you a truly objective measurement of your improvement as a rower.

—Evan Jacobs



Fair Is Fowl

Okay, rowers—here are the answers to last issue's challenge:



The bird on the left is a *bufflehead*, and the one in the center is a *common goldeneye*. The *Barrow's goldeneye* (right) may also be seen in our waters, but you'd need a pretty good eye yourself to see the difference.



Western grebe



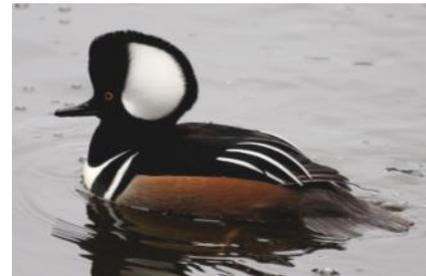
Cormorant—double-crested or pelagic



Common merganser



Mallard



Hooded merganser



American coot

Fair Is Fowl

continued



Scaup (can be lesser or greater)



Pigeon guillemot



Belted kingfisher

These wonderful birds accompany us when we row, so have a look around. Maybe you can spot some more that aren't pictured above. If so, let us know!

—Dale Peschel

Artwork about Rowing

Float 27" x 36" *The Aurora Bridge, from the perspective of a rowing shell*



WRC member [Niki Sherey Keenan](#) describes herself as “a landscape painter working with rowing and water imagery of the Pacific Northwest.” She uses “the language of Impressionism to convey the dreamlike experience of rowing ... paying particular attention to pre-dawn and early-morning light.” Niki rowed for the University of Oregon, received the Pac-10 All-Conference Award in rowing, and competed at the national level in single sculls. She has worked for 13 years at Pocock Racing Shells. (All paintings are acrylic on board.)

Artwork

continued



Mosquito Wings
12" x 12" (upper left)



Tug
24" X 24" Painted from
the perspective of a
rowing shell during a
quiet, dramatic sunrise
(upper right)



Calling All Artists

To our talented artists and photographers:
We'd like to feature your work. Please share your
creations with us! lwrnewsletter@comcast.net

**Check out our summer
programs!**

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

Volunteer Opportunities

[continued from page 8](#)

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.

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

Boat Bay Cleaning Help keep LWRC beautiful! Ongoing tasks include sweeping, dock cleaning, weeding, bathroom cleanup, and much, much more. Various groups are assigned to specific weeks, 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!

Head of the Lake LWRC has been conducting this regatta since 1982, and it gets more prestigious every year. Even though the event doesn't take place until November, some planning and marketing activities take place throughout the year. If you want to help with advance work, contact board@lakewashingtonrowing.com.

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

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

Kudos!



LWRC member and artist [Suze Woolf](#), graphic designer of *Making Waves*, will spend

the month of June in [Glacier National Park as its artist in residence](#). This program offers professional artists

“four weeks of focused time to creatively explore the natural and cultural resources of this astounding landscape while pursuing their artistic goals. It also allows artists the opportunity to share their work with an international audience through educational programs and exhibits.” Congratulations to Suze on this achievement!



Scholar of the Enlightenment Jean-Jacques Rousseau wrote in 1750 in his *Discourse on the Sciences and the Arts*:
The good man is an athlete who likes to compete in the nude. He disdains all those vile ornaments which would hamper the use of his strength.

—And that's why Spandex was invented. 😊



Ode to a Shell, Artist book created from discarded deck covering and kicker boards (thanks to Susan Kinne) as well as laser-cut acrylic sheets and brass nuts, modified Coptic binding, 14" x 4.5" x 2.5" closed

