

Remembering Hugh Lade

When **Hugh Lade** taught me how to scull, he taught me more than how to pull an oar through the water; he showed me a side of life I'd never known: the joy of moving a small boat across the water with elegance and grace, an all-too-rare sense of lightness and speed.

As every rower knows, those moments of feeling one with the water are precious but fleeting. We're always chasing ten excellent strokes as we glide along in the pearlescent early morning light, seeing herons soar to the shoreline and eagles snatching up fish from the lake, maybe some of the salmon I'd seen fighting their way upstream from the fish ladder at the Ballard Locks. Hugh gave me the tools to discover these moments.

When I learned of Hugh's cancer diagnosis earlier this year, and his [untimely death](#) on June 14, my sorrow at his passing was mixed with immense gratitude for the mild-mannered man who changed my life with his patient, non-judgmental coaching style.

I'm only one of the many students Hugh touched over his years at our club.

In January, **Karin Rogers** gave a speech at the LWRC annual meeting, where Hugh was honored with the well-deserved 2022 Board of Directors Award for his many, many, hours of volunteer service. Hugh helped organize and staff HOTL in any number of capacities,



Left: A younger Hugh

*Below: At home in the dory
(courtesy KC Dietz)*

including the all-important dock mastership. He was the club co-captain when I joined LWRC in 2002, and he served other stints as a board member.

But most of us at the club knew Hugh best as a wonderful coach.





"I had been a very happy sweep rower with the Moms, with no intention of leaving," Karin said in her speech. But doctors told Karin that her back wasn't made for sweep rowing and advised her to try sculling. Although she was depressed by the news, Karin joined Hugh's technical sculling class 20 years ago. She says the experience of climbing into a wherry changed her life.

"Many of the most important memories and experiences in my sculling journey and the love I have for this sport, I owe to you," Karin told Hugh in that speech.

Hugh taught many of us not just how to hold our oars and control our slides; he also dispensed rowing wisdom passed on to him by his own coaches as well as rowing legends **George and Stan Pocock, Bill Tytus, and Frank Cunningham**. LWRC has a long and proud rowing tradition we can trace directly back to England's

Thames River watermen. Hugh was a direct rowing descendant of those men.

Hugh's daughter Emily told gathered friends and family at a celebration of her father's life on July 21 that Hugh considered LWRC to be his church. Well, I was part of his congregation, absorbing the rowing sermons he dispensed.

His excellent rowing technique was something we could only aspire to, but Hugh never berated us when we fell short. And in my experience, he rarely taught his classes from a launch. When Hugh coached, he was rowing alongside us on the water, serving as our mentor and our role model.

Susan Kinne says she was "flattered and awed" when this master sculler first invited her to race with him when she was starting out at LWRC. "He was gracious as I struggled to get better," says Susan. "He'd sometimes make suggestions, but with care and charity.

Left: Racing the double with Susan Kinne (courtesy KC Dietz)

Below: Karin Rogers presents Hugh with the 2022 Board of Directors Award (Bellamy Pailthorp photo)



I knew he was hard on himself, but it didn't bleed onto me—and for that I was immensely grateful.”

(Clearly, Hugh had a good eye for racing talent! Susan has gone on to win many national races since he asked her to race a double.)

Life at LWRC is insular. Most of us arrive at the boathouse in the early-morning hours, and when we're finished with practice, we head off to our non-rowing lives. Often, we don't know much about our teammates outside of LWRC. Hugh had a family and ran a family business. At some point in our long acquaintance, he started up a mobile knife-sharpening enterprise. I always meant to bring him my knives.

Music was another outlet for what seems like Hugh's boundless energy. His band, The Usual Suspects, frequently entertained us at club social gatherings. For several years, they rehearsed in the big upstairs room that we later converted into a gym.

Mike Rucier played piano in a jazz ensemble, the Old Guys, that Hugh had invited him to join. “Hugh's guitar playing was relaxed and effortless, much like his rowing style,” Mike says. The Old Guys kept a relaxed schedule,



meeting once or twice a month. Their last rehearsal was in September 2022. They had plans to regroup after the new year, but Hugh's health deteriorated rapidly.

“His presence as a friend and bandmate will be sorely missed,” says Mike.

I carry an image in my head: Hugh is carrying his beautiful wooden single and his tulip blades down to the dock, no doubt getting ready to initiate another aspiring sculler into the fine art of rowing. I remember when that sculler was me.

One Saturday morning, Hugh and I rowed along. I knew he was watching me, but he didn't say much. Then, when we stopped at the south end of Union Bay, Hugh gave me one of his gentle tips. I don't remember exactly what it was, but it prompted an “aha” moment; something about the way I rowed shifted permanently after that day.

I'll never be a cutthroat competitor, but I will always find moments of bliss when I'm rowing. And I'll honor Hugh every time I'm on the water.

—**Marcie Sillman**



Good Luck, Amy!



Amy with Allison Thomas at the 2022 Head of the Charles

Amy Hildebrandt heads east on new career adventure

Longtime LWRC member and coach **Amy Hildebrandt** leaves the familiar Northwest rowing scene for new experiences and challenges on the East Coast, where she is now an assistant coach at Clemson University in South Carolina. Amy will work primarily with the 3V8+ group, helping with the other varsity and freshman/novice groups as needed. She's very excited to advance her coaching career in the Division 1 arena and looks forward to working with her new Tiger family.

We wish her well and look forward to hearing more!

Board Notes



done so already!

Our **new facilities manager, Bob Thoreson**, has been coordinating vendors and volunteers to address repair and maintenance issues with our boathouses, docks, and launches. Please fill out our facilities volunteer survey if you have any skills or resources you can contribute.

We're hiring! LWRC is seeking a **boathouse operations manager** who will oversee many of the day-to-day operations of the club. This role will free up the Board to put more of its attention toward bigger-picture issues. Check out the job description, and please forward it to anyone who may be interested.

A few of our Board positions are open for re-election this coming January. We encourage all members who wish to learn more about the work of the Board to attend a meeting and to read our meeting minutes.

For more information, contact Jean Lee at board@lakewashingtonrowing.com.

—**Jean C. Lee, LWRC Board Secretary**

Fall is around the corner, which means that preparations for **Head of the Lake 2023** are underway. LWRC is able to pull off this event each year because of the generous contributions of volunteer hours from our members. Be sure to sign up for a job if you haven't

Editor's Note

We are saddened by the loss of **Hugh Lade**, who gave so much to LWRC. **Marcie Sillman** pays tribute to him, reminding us all of what a fine human being he was.

Johanna Knight lets us take a peek at the coxswain's world, in particular the thorough preparation required for head races.

Callie Neylan survived her first-ever singles race at the Cascadia Regatta in Burnaby, BC. She's ready for more!

A large contingent of LWRC rowers left their mark at the annual Rat Island Regatta in Port Townsend in June. This is a challenging course, but they "rowed" to the occasion!

Finally, **Laurie Cunningham** shares memories of her father, **Frank Cunningham**, and his introduction to the Northwest when he stroked the Harvard Varsity eight in a 12-boat race on Lake Washington in 1947.

We are grateful to our members who take the time to share their experiences with us!

—**Roberta Scholz, Editor**



Designer's Note

Making Waves is designed for screen reading in monitor proportions. You can print it on letter-size paper at 94%, but text is large, underlined links are live. Use full-screen setting: Menu > View > Full Screen Mode, or the page icon in the lower right side bar, in Adobe Acrobat Reader.



LWRC, Moms at Regionals & Rat Island



Above:
Evan Jacobs
and Tyler
Peterson feel-
ing the burn.

Our rowers kicked off the summer racing season at Northwest Regionals June 22–24. The new venue, Dexter Lake, was east of Eugene in the Cascade foot-

hills. The same weekend, several of our members raced around Rat Island, near Port Townsend. Here, the short course was 2.9 miles and the long course was 7.8 miles.

KC Dietz offers her perspective:

*LWRC made a strong showing at Rat Island with just over 10 entries in the long course and one entry in the short course. I think it was the largest number of entries overall. **Evan Jacobs** and **Tyler Peterson** reigned supreme in an open water double, followed by **Theresa Batty**, **Paul Grisby**, **Lara Normand**, and **Carson Hayes** in a quad.*

*The receding tide revealed a rocky shoal right at the time most boats approached the northern end of Rat Island. Almost everyone was able to correct course except the aging duo of **KC Dietz** and **Susan Kinne**, who opted to circumnavigate the island counterclockwise. That turned out to be a mistake. They aborted and headed back to disqualify themselves.*

Thank you, Rat Island Rowing Club and Sound Rowers, for another fun race!

Right:
What a crew!

Below:
Susan Kinne
and KC Dietz
pondering the
meaning of
life.



Below: Theresa Batty, Paul Grigsby, Lara Normand, and Carson Hayes fighting rough water in the mixed quad!



Right, Rat Island Rowing Club logo



Fun on the Water

The indefatigable **Kendal Swinski** organized the summer's first mixer on July 9 under sunny skies. Thirty-two rowers plus seven coaches and coxswains joined in the fun—touring Lake Union and then returning for a morning potluck. You can find photos [here](#) on our website.

On July 23, members said good-bye to **Theresa Batty** as she embarks on her journey to pursue an MFA in Glass Arts at Tulane University. This celebration occurred in conjunction with the Head of the Troll race, organized by **Jean Lee, Pauline Woodman, and Joel Osborn**. See lots of photos [here](#) on our website.

A second “Expand Your Horizons” mixer row took place on August 13. Check photos [here](#).

The final mixer row of the season will happen on October 8. Watch the bulletins for details, or contact [Kendal](#) with questions. She will welcome help with organizing, setting up, and cleaning up.

Thank you, Kendal, Jean, and Joel!

The “I Love Sushi” races, from the Ballard Locks to the south end of Lake Union, will take place on these dates: September 10, September 24, October 8, October 15, October 22 (tentative), and October 29.

For more information and to sign up, contact sushimaster@pocockrowingcenter.org.

Fun at the July 9 mixer

Left: Courtesy LWRC Archive

Right: LWRC dock (Dave McWethy photo)



Confessions of a Coxswain

Johanna Knight offers her
thoughts on coxing

Coxswains can win or lose races. Not only do they make vital split-second decisions while barreling down the course, but they must also prepare in advance for each race. Johanna introduces us to her approach.

Every athlete has strategies for preparing for a race. When sitting at the start, there's a fine line be-

tween wanting to feel calm and confident and also wanting to feel excited and energetic. You are confi-

dent that you know the course by heart, but you also want to anticipate the start to have the perfect punch off the first stroke. Coxswains play a pivotal role, knowing how to gain back time in a head

race yet not losing time because of starting a turn five strokes too soon.

I learned my strategies the hard way last year. I went into Tail of the Lake too confidently, thinking I would execute the turn around the red can perfectly. We practice this turn every morning in pitch darkness, I thought, and I can get the blades right next to the can without being able to see it. I will be fine.

When race morning arrived, I was not even nervous. Bad sign—a little bit of nerves, in my opinion, is a good thing because it keeps your thoughts focused on the tasks ahead and more aware than if you were at ease. We launched; we had a great warm-up. We got to the starting line near the Fremont Bridge. We were the first boat out of the starting chute. This is a great position to be in—or a terrible one, for novice coxswains or your first time on a course. The Pocock boat came up behind us fast and fighting. They began to close in on us because I was taking the turn too wide. How could I have let that happen? My first head race in 15 years, and I felt like I had let my boat down. We lost time because of my turn.

In this piece, I want to help rowers, coxswains, and coaches prepare for head racing so that this does not happen to you during a race this fall season. I will hammer on the point that coxswains

play a pivotal role during head-racing season. They need to be 100 percent prepared beforehand so they can help their crew feel confident when sitting at the start line, waiting to build into their piece. This goes for bow persons as well. Here are some tricks and tips you can utilize to make sure you have a successful fall racing season.

Preparation

First and foremost, start as early as you can with training for each race. I wish I'd had a few practice runs down that particular course. A full or partial "walk-through" (or, more literally, "row-through") of a course helps ensure familiarity before the race. It will feel different when the power is on at a turn, or at different meter points during the course. This practice run is a great muscle-to-brain memory technique: when the adrenaline and nerves do kick in on race day, the coxswain or bow person can take a breath and remember that they have already done it before. Even so, you still need to be mentally prepared for any scenario that could go wrong—or just differently—on race day.

Communication

Always communicate with your bow person—they possess a wealth of knowledge. They are most likely bowing



“I learned my strategies the hard way last year.”

because people can trust them to be one of the main sets of eyes and ears in your boat. When I communicate with my bow person—last year, either **Andy Rees** or **Jordan Tigani**—we talk about what we want to work on with my steering, and what will make us go the fastest. I also talk about what to do if a crew is passing,

or if we are passing, and how everyone in the boat wants to handle it. Andy and Jordan have years of experience and can offer great input on all the courses we raced on last year. Feel free to approach them with any questions.

Outside sources

After getting as much practice time on the course as you can, and then just as much time in a boat anywhere as you can, you can still do more homework. Bow people and coxswains need to utilize online tools such as YouTube and Instagram. Coxswains have recorded a plethora of videos via GoPro cameras that give a full view of most courses from the ninth seat. You can find them on YouTube. For this purpose, I particularly love watching Samuel Bloom. I met him last year at Mary Whipple’s [The 9th Seat coxswain camp](#) when Mary invited me to make a guest appearance in the launch. Samuel has a bunch of videos, with both

sprint and head races. He makes great calls, and his race plans are clear. [The Instagram CoxPod account](#) is great for coxswains who are nervous about Head of the Charles. Last year it posted an entire series leading up to race day, including things you can do to prepare with your crew and your coach.

Head of the Charles

I did some things last year especially to prepare for Head of the Charles. I talked with the Moms, who sent me a video



that one of their previous coxswains had recorded via GoPro. (Coxswains, take video! Or ask your coach to record video of your points around different turns and pieces on the lake. It may not be the exact course you’ll be racing on, or you may get only one run down the course prior to the race, especially if you’re traveling a good distance to get there.)

You can and should practice right-of-way rules with other boats on your own lake, as the traffic pattern for Head of the Charles is different from what we normally do. Usually, faster boats pass to port; but for HOCR, faster boats pass to starboard. This can be very scary and intimidating when passing under the bridges on the Charles. Practices in the Montlake Cut (where the traffic pattern is tighter), or around Fox Point, or around the red or green cans on Lake Union, can mimic the difficulty of those turns on the Charles. Additionally, YouTube offers resources. My teammate, Coral Kasden, has won multiple times in Boston, and she has posted a course walk-through.

What’s next for me

Recently, I made the transition from West Coast coxing and culture to the East Coast, to work with [USRowing’s National Coastal team](#). I am coaching para youth, coxing for two different teams. I am becoming familiar with my new home

“Every practice ... helps build my confidence.”

the launch as possible. I am working hard—at the boat-house every morning and coaching three times a week in the afternoon.

My time in coastal rowing and my time on the Charles River have helped me understand how to maneuver a boat more efficiently and effectively. It has taught me how to pick out different points along the course and given me heightened spatial awareness with a particular type of boat on a body of water. After three weeks, I finally understood where certain landmarks were and where to start my turns. (You want to approach the Charles bridges on the port side, cutting to the inside/port side of each turn and choosing points that will make the turn as short and tight as possible. Every practice, as I make each maneuver more easily, helps build my confidence. Now I can comfortably predict when to line up for a bridge and turn and can anticipate what is coming next.

course by getting as much coxing time on the water and observation time in

One thing I’ve learned from all these transitions in my life is to breathe. Things will come in time, and everyone has a learning curve, no matter the situation.

—Johanna Knight



Check out our programs!

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

Racing!

It Takes Courage

Callie Neylan faces her first race in a single

The wind blew the boat to starboard. Face-down on the start platform, I held the stern firmly in place while she paddled and tapped, straightening it against the stake boat. You have five minutes to

get your boat into position, with penalties added if your stern isn't locked in at two minutes before the start.

The sun was hot and dry, the life jacket thick around my neck. I was glad I'd volunteered to be a boat holder, though—despite the discomfort of lying on my stomach for almost four hours in 90-degree weather. I was scheduled to race the next day, and this experience provided information that I'd known nothing about just an hour before.

It was the stillest, flattest water I'd ever rowed on when I ran the course that morning, prepping for my first time racing in a single. This was something I'd been wanting to do for a

long time, for a variety of reasons:

I did it because I could. Title IX became law in 1973, when I was six years old. Although women's rights in America seem to be moving backward lately, at least that legislation remains intact. Thank you, Patsy Mink!

I did it to believe in myself. I have always been athletic, but never a *great* athlete. With Theresa and Hugh gone, I must now inspire and coach myself. Their voices play on in my head: "Keep your knees down longer, shoulders forward, feet connected to the footboard. Wrists flat. Relax your shoulders! Quick out of bow!"

I did it because rowing is beautiful. It is the precision of math, the power of physics, the grace of ballet, the rhythm of music, the calm of water, and the love of



Left: The stillest, flattest water

Right: Entrance to the rowing center just outside Vancouver, B.C.

friends, all in one. It is white and blue and green and black and gray. It is herons and eagles, salmon and seals.

“I coached myself and I beat somebody.”

I did it because rowing is religion. The boathouse is our church; the members, its congregation; the water, our god.

I did it to beat somebody. I told Dave McWethy before I left for Cascadia that I didn't care if I came in last. Just entering the race would be enough for me. “Oh, don't think like that!” he said, wiping down his boat. “Go with the goal to at least beat *somebody!*”

Which is exactly what I did. My first time racing a single, I coached myself and I beat somebody.

Below: All those who competed at Cascadia with me!

Right: Launching off the dock for my practice run



PASS THE WORD

Has an LWRC member done something worth recognizing, on or off the water? lwrcnews-letter@comcast.net

CALLING ALL ARTISTS

We'd like to feature your work.
Please share your creations with us!

A year ago, we asked Hugh Lade to come up with some options for emergency docking along our waterways. In typical fashion, Hugh accepted the challenge and carefully researched the possibilities. His recommendations are here. Anyone who had the good fortune to encounter Hugh will recognize here the traits that defined him: careful, thorough, practical, safety-conscious, humane. He was a good teacher and a good communicator. We will miss him.

Shore Access along Our Rowing Highway

HUGH LADE IDENTIFIES SITES FOR LAND ACCESS IN CASE OF EMERGENCY

Serious equipment failure, a health problem or injury, swamping, collision, unexpected high winds, cold-water flip ... it's a jungle out there. While these are not daily events, I have experienced or assisted with nearly all of them, requiring land access away from LWRC's dock. When the moment strikes, seek *terra firma* in any of the places listed below. Whenever possible, **find a dock that can accommodate your shell**, whatever its size.

SCHOOL/CLUB ROWING DOCKS:

These are the best choices for shells of any size.

- ▶ Seattle Pacific University: West end of Fremont Cut
- ▶ Lake Union (LU) Crew: Just around the corner from the gas dock on the west shore, as we head south on LU from LWRC
- ▶ LWRC Garfield boathouse: East shore of LU, between NOAA and Lake Union Drydock, south of the houseboats
- ▶ College Club: Former LU Crew boathouse, northeast upper LU
- ▶ Pocock Rowing Center: Beneath I-5 and University Bridges
- ▶ UW Conibear Shell House: Northwest Union Bay (UB), north of Husky Stadium

OTHER DOCKS:

*Most of these **non-rowing docks** are suitable only for a 1X, perhaps a 2X. All are low enough to accept a shell's oar height.*

On Lake Union:

- ▶ Northwest Outdoor Center: Kayak/electric boat rental area south of LU Crew, on west shore of LU
- ▶ Boat ramp/dock in park immediately south of Kenmore Air, at south end of LU (see Public Access below)
- ▶ Dock (small) at point 100 m (+/-) east of Wooden Boat Center, south end of LU
- ▶ Dock (small) at I ♥ Sushi restaurant, east of just-mentioned point
- ▶ Lake Union Sea Ray: 100 m north of College Club (northeast LU)

Montlake Cut/UW area:

- ▶ Waterfront Activities Center: Canoe rental area near old UW shell house at east end of Montlake Cut

Ballard Bridge area:

- ▶ Former Seattle Rowing Center: South side of Ship Canal, east of Ballard Bridge (directly opposite 14th Avenue NW boat ramp on the north side; see Public Access, below)
- ▶ Work float: At entrance to Fishermen's Terminal, on Ballard Bridge side

If you can't find a suitable dock, you have other options:

Public-Access Areas: *You will have to make a water landing: no dock*

- ▶ Boat ramp: 14th Avenue NW, one block east of Ballard Bridge (north side)
- ▶ Boat ramp above the northwest corner of Gas Works Park (2400 N. Northlake Way; Ride the Ducks boats launch here)
- ▶ Boat ramp/dock in park immediately south of Kenmore Air station at south end of LU (see Other Docks/On Lake Union, above)
- ▶ New park in Portage Bay, east of University Bridge, north side
- ▶ Fremont Cut: most places along the shore are shallow

Private Docks and Beaches: *Use these only if you are in immediate danger.* These areas are privately owned and may not offer good landing opportunities for shells—or easy access for first responders. But if needed, use 'em.

- ▶ Houseboats in Lake Union and Portage Bay
- ▶ Residences in Union Bay
- ▶ Yacht moorages between Ballard Bridge and Locks
- ▶ Center for Wooden Boats sailboat dock
- ▶ Swim decks of private yachts



Poorest options: *Use only if absolutely necessary.*

- ▶ The toxic beach on the southeast shore of Gas Works Park
- ▶ The Harbor Patrol station just to the west of Gas Works can offer help quickly, though it's not a suitable landing area

Note: An active cell phone can mess up the vibe of a good row. It is, however, one of the best safety devices when you get in trouble. Waterproof cases are inexpensive, and 911 is easy to dial.

The Takeaway: Familiarize yourself with these emergency landing options. Make a point of noting a few of them each time you row. You will be prepared when you need that safe harbor!

—Hugh Lade

*Special thanks to Hugh for carefully researching this article.
If you like it, show your appreciation by spreading the word to others.*

HARBOR PATROL 206-684-4072

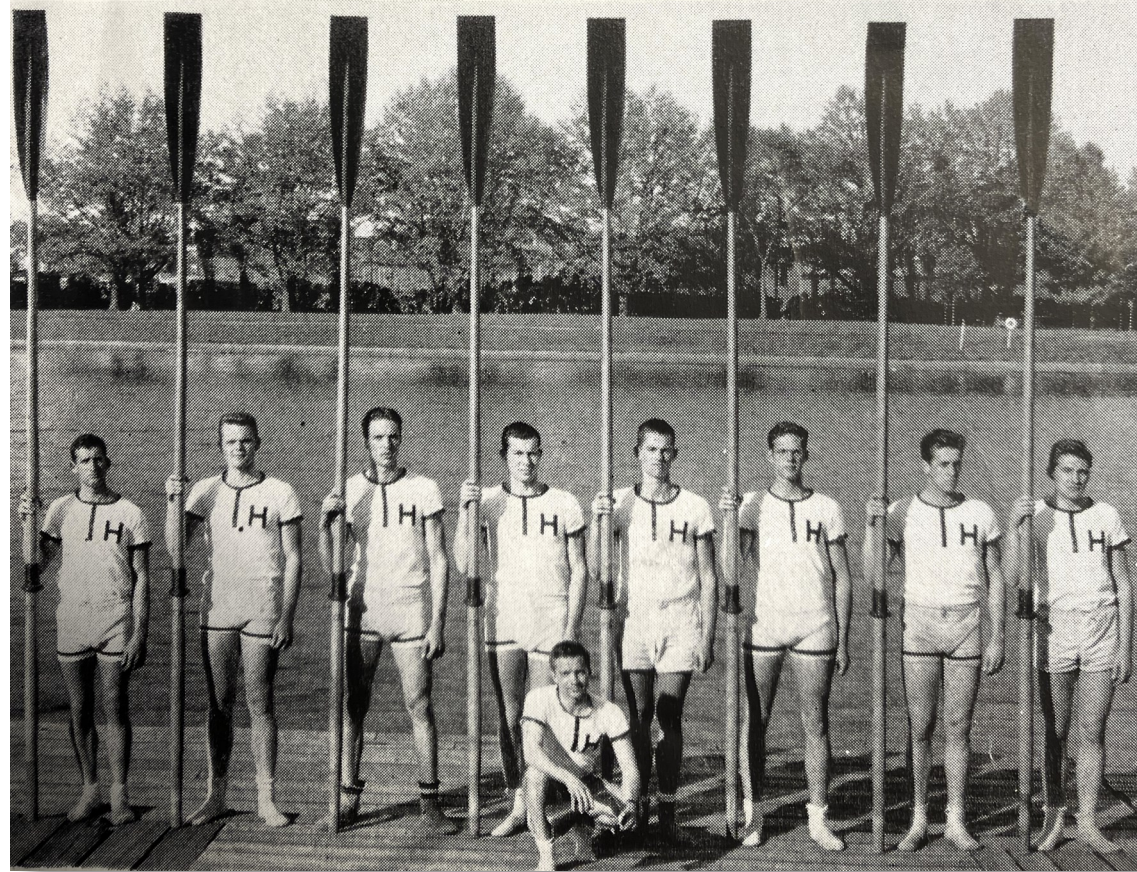
Also on the bulletin board in the boathouse

A Most Unusual Race

Top 12 crews battle it out on Lake Washington

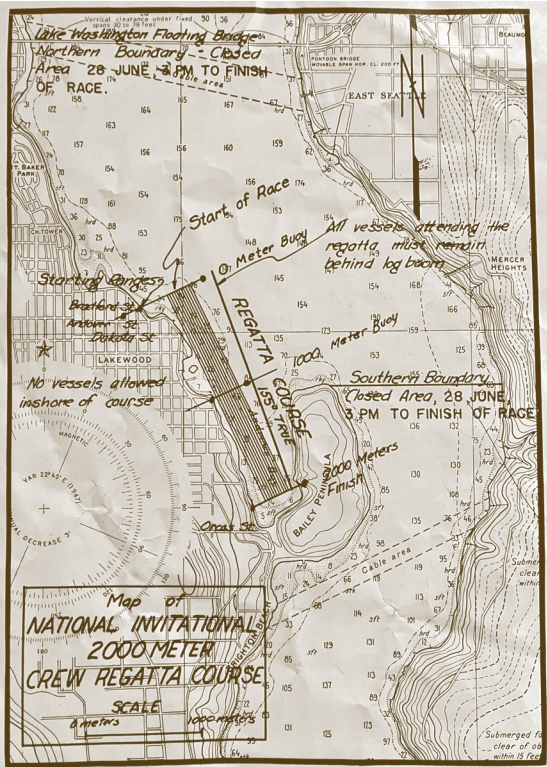
Twelve of the finest U.S. collegiate crews gathered on Lake Washington's Andrews Bay, near Seward Park, to determine who would be fastest on that day—June 28, 1947. Eight Washington freshmen earned varsity letters in this race, finishing a close third behind Harvard and Yale. After their impressive performance, Washington coach **Al Ulbrickson** realized that he had not had such a talented and deep group of freshmen since the classes of 1937 and 1941—before the war. A vivid description of this race can be found at Huskycrow.org. Scroll down to “1947” to find descriptions of the racecourse and the race itself, noting Harvard's record-breaking time for a 2,000-meter course.

LWRC's own **Frank Cunningham** stroked that Harvard boat—of course! He was just one of many oarsmen who would go on to fame in the rowing pantheon. Check out this [newsreel footage of the race](#), showing many familiar names and faces. Frank's daughter, **Laurie Cunningham**, comments, “You can spot Dad at 1:25 minutes, when the teams are assembled in front of the train [that had brought the East Coast crews to the West Coast for the Lake Washington Regatta]. He's second from right in the front row of the Harvard crew, wearing a light-blue jacket. At one point, he turns to the left to speak to those behind



him. Also to be noted is **George Pocock**, standing between the Washington and Yale crews (1:06).

She continues: “At 10:07, Harvard is at the dock, having won the race. Dad can be seen at the far left, shirtless, and then the far right when the coxswain gets thrown into the water.



"Dad was the shortest, lightest, and oldest (26) on the team, aside from the cox. His time at Harvard had been interrupted by World War II, when he was a US Marine stationed at Cherry Point and Camp Lejeune in North Carolina."

Harvard's dominance on Lake Washington in 1947,

plus victories "at Annapolis, Princeton, and the Thames . . . gives the Varsity an unofficial national championship," according to [The Harvard Crimson](#).

—Laurie Cunningham

We thank Laurie for sharing these resources with us. She notes that it was Frank's exposure to the Northwest at the Lake Washington Regatta that prompted his decision to relocate to the Seattle area. Our gain!

The Mauna Kea, now gone, sat just west of Foss Maritime for many years. Now there is an osprey nest on the lighting tower of the old mooring. (Creative Commons photo)

Big Changes Coming to Ship Canal

Plans are afoot to develop property along the south side of the Ship Canal, between Seattle Pacific University and the Ballard Bridge, on land where Foss Maritime previously operated. Construction will include development of 300,000 square feet of office space and two hotels and is expected to take 10 to 15 years and will take place in phases. Details, from the developer's point of view, may be found [here](#).

Puget Sound Business Journal also reports on this major change to the [landscape](#).

LWRC member **Dave McWethy** comments:

This kind of development will mean a sterilization of the waterway. Part of what is interesting for our rows is all the activity on the shoreline. This kind of development puts an end to commercial maritime activity. It's similar to what exists in Tempe, where high-rise office buildings and condos line the lake. They make a great contribution to the town in the form of property-tax revenue but contribute to the life on the lake nothing more than shade from the bright sun.

Suze Woolf adds:

So much for the "working waterfront" promises made years ago.



THE BACK PAGES

Seen in the Ship Canal

We sometimes forget that Lake Union and the Ship Canal are home to several boatbuilding facilities and drydocks. Seen here is *Golden Gate*, a 67-foot aluminum boat built by Snow & Company (formerly Kvichak Marine Industries and based in the Ship Canal) for the San Francisco Bar Pilots. It carries two crew and up to 12 pilots.

According to the San Francisco Bar Pilots website,

Twenty-four hours a day, seven days a week, San Francisco Bar Pilots meet all ships in the open ocean, 11 miles west of the Golden Gate Bridge. Near this location is a navigation hazard known as a "sand bar" from which the term "bar pilot" is derived. To board these massive ships,

some of which are 1,300 feet long, the bar pilot scales a 30-foot rope ladder, often in rough seas. We are one of only a handful of pilot organizations nationally that conduct these dangerous open-water boardings. Once aboard, the bar pilot takes control of the vessel and directs the navigation to its final destination.

Golden Gate was slated to head south in August to its future home, where it will become part of a 173-year Bar Pilots tradition. However, as of the last week in August, it was still moored in the Ship Canal. Word is that the detail work was not up to the pilots' requirements, and improvements are ongoing. Two more pilot boats of the same design are being built for other harbors.

Next time you pass by one of these yards in the Ship Canal or on Lake Union, remember the heritage they represent. Water connects us all.



The Poetry of Rowing

Wang Ping, an accomplished poet, sees parallels between poetry and rowing. Both share a need for flow, rhythm, and cadence. As George Pocock famously put it: "Harmony, balance, rhythm. They're the three things that stay with you your whole life."

Read more at [The New York Times of July 17](#). The article includes video of her rowing with a poem voice-over.



Creative Commons Photo

Ship Canal Update: Steinbeck's *Western Flyer* still far from home

Our December 2022 issue reported that the *Western Flyer* was moored in the Ship Canal, undergoing a complete interior refurbishing. The exterior work had already been completed in Port Townsend. This painstakingly restored vessel is known in some circles as "Steinbeck's boat" because the Nobel laureate chartered it in the summer of 1940 to explore the Sea of Cortez with his friend, ecologist Ed Ricketts.

The *Western Flyer* should have arrived at its new home in Monterey, California, early this summer. However, it needed some final tweaks at another Seattle location and is expected to depart for Monterey the first week of September. Learn more at the [Western Flyer Foundation](#).

