# LWRC

# MAKING WAVES

The LWRC Quarterly

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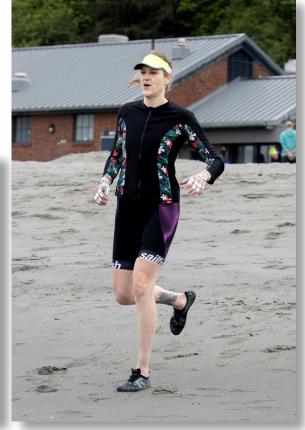
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# **Beach Sprints: The Future of Rowing?**





Beach starts aren't easy, nor is running to them—as Karolin does above right. (All photos Jon Turvey)

## Maybe, maybe not

lympic rowing is getting a dramatic makeover in the next Olympics. Beach sprints, a fast-paced new discipline that bears little resemblance to traditional rowing, will make its Olympic debut at the 2028 Los Angeles Games as the International Olympic Committee boldly attempts to modernize one of the oldest Olympic sports. The 2028 Games will feature events in the men's and women's singles and the mixed double. (Other beach sprints regattas, including the World Championships, also include an event in the coxed mixed quad.)

Beach sprints are to rowing what beach volleyball is to indoor volleyball—a distinct discipline within the

same sport. These high-energy races unfold over a 500-meter course, with boats racing 250 meters out from shore and 250 meters back in a head-to-head format that prioritizes speed and spectacle over endurance.

The action begins on land, where one competitor from each boat starts 10 to 50 meters from the water's edge. At the referee's command, the competitors sprint toward their boats, which are held steady by a team of helpers and boatmates. Once underway, rowers must navigate around two buoys before executing a 180-degree turn around a third buoy and racing back to the beach. The finish is equally dramatic—rowers leap from the boat and sprint to push a timer button, with the first to hit it advancing to the next round.

The current push for beach sprints addresses longstanding concerns about traditional Olympic rowing. As the third-largest Olympic sport by athlete count (behind swimming and track and field), rowing strains Olympic

"The finish is equally dramatic—rowers leap from the boat and sprint to push a timer button."

resources. Adding beach sprints events is balanced by the loss of lightweight events in traditional rowing, and it's not difficult to imagine other rowing events giving way as the popularity of beach sprints grows.

More problematically,

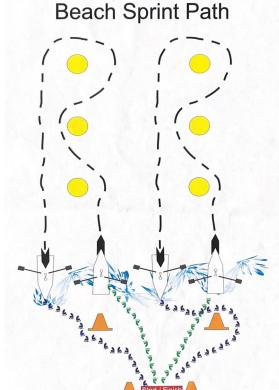
the standard 2,000-meter rowing races struggle with spectator appeal. These six-to-seven-minute events often lack drama, with outcomes frequently decided well before the finish line. For television audiences unfamiliar with rowing's nuances, the sport can appear almost effortless, absent the crashes and dramatic moments that captivate viewers in other sports. By contrast, beach sprints races take only about two minutes; they offer a multitude of twists and turns as competitors deal with fluctuating open-water conditions, and they invariably have close finishes.

Traditional rowing venues also create logistical headaches as they are often located far from host cities, making access difficult for both athletes and spectators. Beach sprints promise to solve these issues with compact, urban-friendly venues and television-ready action.

However, beach sprints aren't without criticism. Some people see this new discipline as a contrived sport designed more for television consumption than for athletic merit. The format also raises questions about

fairness, since race outcomes can depend significantly on the helpers who assist with boat launches—yet who aren't official team members eligible for medals. Helpers can assist the rowers in getting going, as they are allowed to push the boats at the start. What's more, they use their arms to guide the rowers through the buoys so that the rowers don't have to look backward. Whereas coaches in other Olympic sports can offer guidance from the sidelines, they don't directly participate in the competition itself, so the addition of these crew members in beach sprints is unique.

Whether beach sprints will actually grow the sport remains questionable. Learning proper rowing



Karolin gets an assist below:



technique is challenging enough on calm water; adding open-water conditions and waves increases the difficulty substantially. The format seems impractical for the high school and college programs that feed traditional Olympic rowing, as putting large groups of novice rowers in racing shells onto open water poses significant safety concerns. The discipline may also have limited appeal for masters athletes, many of whom chose rowing specifically as a low-impact alternative to running—something beach sprints decidedly is not.

Despite these concerns, beach sprints undeniably deliver excitement and entertainment value. Whether this Olympic gamble will preserve rowing's place in the Games or fundamentally change its character remains to be seen. What's certain is that, come 2028, rowing will look very different from the sport that has graced Olympic waters for over a century.

—Evan Jacobs

Evan notes that the best way to find out about beach sprints in our area is to check Regatta Central. There don't seem to be any sprints scheduled for 2025 in the Seattle area, but there will likely be several events next year.

For more photos taken at the Shilshole beach Sprints earlier this year, see Jon Turvey's <u>photo gallery</u>.



Evan Jacobs above; below, a competitor runs back up to the finish line.



# **A Long Course to the Catch**

Mark Frost describes what brought him to rowing



Mark at 5 seat in his school's first Henley Royal Regatta, 1985 (All photos courtesy Mark Frost)

Born in the UK and raised in a mix of countries and cultures, my early life was nomadic—thanks to a diplomatic passport and a father in foreign service. Constant moves shaped me, but they also left me as the perennial outsider. That became especially clear when I failed to get into my chosen high school on the first attempt. Consequently, I joined one term late—thrust into a classroom where friendships had already been cemented.

A small group of us "late arrivals" were invited to an evening tea hosted by the school chaplain. To our surprise, he doubled as one of the rowing coaches. When he casually asked if any of us would be interested in

rowing, my mind immediately went to tranquil European lakes and wooden rowboats gliding across glassy water.

We had no idea what we were signing up for.

That night, eight strangers—united only by our misfit status—became a rowing crew. Four years later, we were the first eight to represent our school at the Henley Royal Regatta.

#### Novice rowers, at first

We started at the Caversham boathouse in heavy, clinker-built boats—so unwieldy it took eight 13-year-olds just to lift a coxed four. Eventually, we built a boathouse near Pangbourne and proudly bought our first fine-shell eight. Rowing became a sanctuary. Boarding school wasn't easy—especially when you're the government kid surrounded by the sons of Britain's elite. Bullying was constant. But our crew began setting school records. We were no longer invisible. Suddenly,

Stroking the Upper Thames RC quad, Queen Mother Plate, 1989 Henley RR



#### MEMBER PROFILE

we mattered. And every "public school" (aka private school) kid wanted to show off their blazer at Henley Royal Regatta.

We didn't exactly light up the scoreboard. Schools such as Eton, Radley, and St. Edward's dispatched us with ease. But I stood out—6'3" and 14 stone—and with a nod from my coach, I was invited to row at Leander Club.

Leander—the home of Britain's Olympic hopefuls—was my next crucible. I trained there for three years while balancing studies at Oxford Polytechnic (now Oxford Brookes University). After graduation, I moved to Henley-on-Thames, rowing twice a day and chasing a spot on the U23 national team. In spring, I got the "pink slip" from Leander. Dispatched.

But not defeated.

I moved downstream to Upper Thames RC, where I formed and stroked a quad. We drew the Italian Olympic gold-medal crew in the first round of the 1989 Henley RR. (Spoiler: They won.) But by then, we'd already claimed victories of a different kind—friendship, resilience, and pride in the boat. When Leander came calling again, I politely declined. It was time to move forward.

#### Later years

A couple of degrees, careers, continents, coastlines, and decades later (in 2011), I bought a German-built BBG single. But the winds of Hood River, Oregon, where I now lived, had other plans. I switched to a Maas Aero—a bit more forgiving in the Gorge. Life—kids, work, travel, weather, and other pursuits such as Ironman and a 10K national title in swimming—pulled me in different directions. Rowing faded to a few outings a year.

I chuckle whenever I hear corporate folk use the phrase "everyone in the boat, rowing together" ... at least I still had the 42 bpm resting heart rate to know what that means.



Now, a work move to Seattle has brought a rare gift: a chance to reconnect with the rhythm of water, the camaraderie of a boathouse, and the quiet joy of pulling together once more. See you on the water.

-Mark Frost

Mark joined Lake Washington Rowing Club in May 2025. Welcome home!

Mark rowing his BBG single in the Columbia River Gorge, September 2015



# **Watch out!**

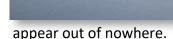
## Fall signals return of Union Bay's notorious mud islands

Mud islands (Larry Hubbell photo) t happens every fall, sure as Head of the Lake—colder temperatures, fishing nets, and fog return to our waterways. Rowing becomes riskier as winter approaches.

Around the time that many crews are extending practice pieces out to Fox Point and beyond, large patches of mud begin forming in the waters of Union Bay. Occurring mostly just east of Husky Stadium, they are big enough to look like small islands.

I like to call them mud islands. Others have referred to them as peat, since at close inspection they sometimes hold large amounts of partially decomposed plant matter. One local blog last year dubbed an especially large one <a href="Mystery">Mystery</a> Island.

They usually rise just a couple of inches above the water's surface. Sometimes birds will raft on them—a muchwelcome visual aid for rowers. Sometimes, crews from the nearby University of Washington will mark them with flags. Otherwise, they can seem to



"All of a sudden, I looked around, and we were literally six—not even six feet from it," exclaimed **Pati Casebolt,** an experienced bow who ran aground in the mud last fall. "You can't see them," she said. "If it's dark out—which it usually is—and they happen to line up with your navigation point, they look like where the land hits the water."

Her quad hit a mysterious mud patch at high speed one early morning while training for November's Head of the Lake Regatta. They squelched right into it, despite a hard hold from all four rowers. Her crew was surprised but unhurt, and the boat was not damaged. "Everybody was rowing like crazy, backing like crazy. We couldn't get off it. There was no way we could get off it. We were stuck," Casebolt said. Eventually, they had to be towed out by their coach's launch.

Note: be extra vigilant when you enter Lake Washington, and spread the word when a big one pops up.

# So where do they come from? And why only in the fall?

Two theories prevail.

One has to do with the seasonal tinkering with water levels in the entire Ship Canal system, courtesy of the Army Corps of Engineers. This drops the lake's water level by about two feet every winter. It's highest in May—about 22 feet—and lowest in the winter months, when the mud islands appear.

In 2024, the Corps dropped the lake level more quickly than normal, for emergency "scour work" on the Locks and to allow for a longer fishing season for the Suquamish Tribe.

"The Army Corps is aware that the faster drawdown of Lake Washington to a 20feet winter elevation is making these 'mud islands' more visible, or revealed



Atop mud islands (Dave Galvin photo) faster, than in previous years," said public affairs specialist Nicole Celestine in an email.

The other theory relates to the geological history of the area. Union Bay <u>used</u> to be a garbage dump, from 1926 to 1966. After the dump closed, it was topped with a layer of clay and several feet of topsoil. But there is still garbage at the bottom of the bay, and it generates methane. In particular, organic matter from plants that were buried at the time produces methane. When the gases reach critical mass, the sludge is pushed up, and the "islands" result. And later the sludge recedes.

However, it's not clear how powerful the force of that methane currently is. "There used to be a bunch of methane towers all over the natural area [to vent the gas]. Most of those are long gone, since they there's not a whole lot of active methane seeping out underneath the garbage part—at least not in the [previous] amounts," said Ray Larson, curator of living collections and associate director of the University of Washington Botanic Gardens, whose premises include Union Bay. "There certainly

haven't been any towers in the last, I'd say, 30 years or more," he states. However, he adds, when construction takes place in the area of the former landfill, builders have to monitor for the gas.

Still, Larson thinks the root cause of seasonal mud islands is more likely the lake levels than the landfill gas. Or it could be a combination of both. Either way, they pose a lesser-known hazard to small craft such as rowing shells and sailboats.

"I've definitely run aground by, you know, just playing around in small sailboats and whatnot over the years," said Danny Blanchard, Port Engineer at Seattle Maritime Academy, where he teaches navigation. He says he's noticed how shallow Union Bay is, especially near the UW boathouse and stadium. And although the islands are nothing

to worry about for larger craft such as the 82-foot aluminum-and-steel cutter he teaches on, he thinks the area is ripe for research.

He'd like to see graduate students in cartography at the University of Washington doing some year-round monitoring of Union Bay with autonomous surface vessels, to get to the bottom of what causes the mud islands and provide some answers. "I've never, in reading the Coast Guard local notices to mariners, seen anything about mud islands as a hazard to navigation in the years that I've been operating here," he notes.

And then he adds: "But I think, you know, a hazard to me is different from a hazard to an individual rower—or to [a crew] in a quad."

-Bellamy Pailthorp

Check out Larry Hubbell's <u>Union Bay</u>
<u>Watch bloa</u> for more on the history of this
phenomenon, including some beautiful
photos. Larry comments, "Personally, I
suspect the area next to where the navigation channel [was] excavated still has
10,000-year-old peat on the bottom, and
the coming and going of larger vessels ...
and the relatively new Lake Washington
outflow (just over 100 years) disturbs the
peat, which then floats to the top."

# Less pain, more gain

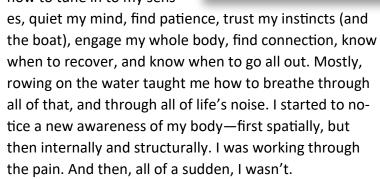
have to begin my story by saying I've never been athletic. I was the oddball, the artist, the creative introvert. But since I'm writing this today as an LWRC member, I guess it's obvious that my story took a turn.

When you've lived most of your life at a pain level of 3 or 4, it becomes your baseline 0. So when I'd hit a 10, let's just say I didn't get around much. The weight of my situation hit when I noticed the pain was taking a toll on me not just physically but also emotionally, and it was slowly chipping away at my mental health. After decades of inconclusive tests and ineffective treatments, I was finally diagnosed with a congenital neuromuscular disorder called Chiari Malformation, along with chronic musculoskeletal stenosis of the spine and a severe abdominal inflammatory disease—all three of which had no cure or treatment. Individual surgeries were an option, but there was no guarantee for relief and I refused to be on medication indefinitely. I had to find another way.

It was during a deep-dive Internet session that I came across an article that described how rowing on an erg was a low-impact, full-body workout where you could control the intensity level. It discussed how rowing helped people of any age alleviate chronic symptoms. It was then that I decided to get on an erg. That was six years ago.

I joined Row House (RH), a small erging studio coached by actual rowers, certificated fitness trainers, and erging enthusiasts. I quickly worked my way up to three to six classes a week. For the first time in decades, I felt relief with some noticeably pain-free days. I owe the start of my rowing and pain-management journey to the erg and to those who taught me how to use it. After five years of erging, I was encouraged by my RH coaches to take my love of rowing to the water. And what happened next changed my life.

While taking Learn to Row 1 and 2 sessions from Karolin Neubert, Steve Genise, and Elizabeth Burke back in April 2024, I experienced some serious "Mr. Miyagi" moments. I learned how to tune in to my sens-



In less than a year, I've participated in six regattas, racing in 12 different events—including sprints and head races, novice and masters races—in multiple team boats with the Open Mixed Masters team (aka the OMMies). I

even participated in the RH half-marathon last March, alongside another LWRC member and teammate. I've also learned how to recover from, and persevere after, my first-ever minor injury.

The immeasurable growth I've achieved



Cara at home in a single (Grace Hunt photo)

"What happened next changed my life"

since first rowing on the water is unlike anything I've ever experienced, and it's because of the supportive and inclusive LWRC rowing community. I may never fully overcome my pain, but at 46 I am the strongest I've ever been, physically; the most anchored, mentally; and the happiest I've ever been, emotionally. "Thank



you" cannot encompass my gratitude to this sport and to this community.

LWRC had my heart from day one. I may not know you all (there are a lot of us), but that's OK. I feel like I know you all already.

—Cara Hoyler

Above: The OMMies at practice (John Turvey photo)

Below: Open Mixed Masters team Women's 8+ after racing 2024 Tail of Lake (Alex Mazick photo)



#### **Editor's Note**

ur rowing community has expanded to include beach sprints, an unusual and challenging sport described by **Evan Jacobs** on the front page. It's a far cry



from LWRC's own club regatta, the Head of the Troll, which starts at the Ballard Locks and runs its course to the Fremont Bridge. Not everywhere do you get to see costumed rowers having fun in a 4K race!

Cara Hoyler and Mark Frost explain how they came to become rowers—Cara recently and Mark as a teenager in the UK. Bellamy Pailthorpe explores a phenomenon that most of us have encountered at some time: the so-called "mud islands" of Union Bay. If you like a mystery, check it out!

Last but not least, **Dale Peschel** and **Saul Stashower** offer tips on how to be safe on the water. You just never know ....

-Roberta Scholz

#### **Reader's Note**

s always, *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 <u>full-screen setting</u>: *Menu > View > Full Screen Mode*, or the page icon in the lower-right sidebar, in Adobe Acrobat Reader.

—Suze Woolf

### A Near-Death Experience?

n a recent sunny Sunday morning, **Roberta Scholz** and I rowed up to the Locks. We paused briefly in the cove north of the jetty, next to the barges containing all the flotsam and jetsam the Coast Guard picks up out of the Sound. A couple of singles joined us in turning around to head back home. I was under a time constraint to return to the boathouse, so as bow person, I aimed our shell diagonally across the channel to get into the eastbound traffic pattern along the southern shore. The other boats headed straight across to the other side.

As we crossed the center of the channel, I checked the water ahead of us for traffic or obstacles and saw nothing. Suddenly, we heard a faint shout from behind us. Glancing around, we saw that we were about to be run over/cut in half by a very large pleasure craft bearing down on us. At that moment, our shell's bow was

directly in the pathway of the yacht, so we both took massive strokes to try to get out of its way. Oddly, the motor vessel continued in a straight line, making no effort to veer away from us. We were being mowed down. Roberta later told me she was sure we wouldn't make it—that we would be crushed under the bow as it passed over us.

Moments before the

expected impact, the yacht's captain threw it into reverse to stop their progress. We were within three to five feet of being run over. We could see the backwash swirling around our small shell.

As we sat there, stunned, a woman standing at the railing of the yacht called out: "Did you not see us?" We were awestruck at the stupidity of the question. We later realized that this question implies that she herself saw us, so the question is: Why did this motor vessel not sound its horn or change course to avoid us?

Here is our take on the situation, along with *lessons learned*—there are always a lot of shouldas/wouldas/couldas. We'll share what we think the other vessel could and should have done, as well as what we could and should have done.

**The 60-foot motor vessel.** We observed several people on the forward deck of the yacht and inside the main cabin. At least one person stood on the flying bridge, most likely piloting the boat.

- ◆ Captains are trained to determine by sight line whether their vessel is on a collision course with another vessel.
- ◆ The captain should have instructed those on board to look for any obstacles—or other vessels—and sound an alert if necessary.



The vessel could/would have then slowed and/or changed course.

- ◆ The captain could/should have sounded a warning horn early on.
- ◆ The captain should have noted our straight course and steered away from us.
- The captain should have kept the vessel well away from the midline of the channel and closer to the northern shore.

None of that happened! When a collision is imminent, *no one* has the right of way; each vessel *must* take corrective action to avoid a collision. In our case, at the last moment, the captain reversed the engines, stopping the forward motion of the vessel. Without that maneuver, we would certainly have been crushed under the yacht's bow.

The 34-foot rowing shell. In crossing the channel diagonally, I held a consistently straight course. Had we rowed straight across to the other side, we would have reached it more quickly and been farther away from the approaching vessel. What's more, being perpendicular to westbound traffic, we would perhaps have seen vessels approaching from the east or west.

In most instances, the rear-view mirror attached to my cap helps me see anything in front of our shell. It gives me a

wide view to starboard and a good view straight in front of us, but it doesn't show the port side of our progress quite as well. In order to see more to port, I must turn my head to the left. Clearly, I will need to do that more often.

What else could we have done? After this incident, I spoke with Seattle Harbor Patrol about the incident and asked for advice. The officer reiterated some of the rules of the road, including "Maintain course and speed," especially when you have the right of way. This allows another vessel to take action if they don't want to cross paths unsafely. Also, as stated above: When a collision is imminent, no one has the right of way.

He suggested that, if we felt the other vessel had operated unsafely, we should have called 911 immediately to report the incident to Harbor Patrol. And had we stayed with the other vessel (especially since they had to stop for the Locks), Harbor Patrol could have interviewed both parties to determine whether either vessel had acted unsafely.

Note to self: For safety, rowers should carry a cell phone in a waterproof case in order to be able to call for help.

We did note the name of the vessel, and both Roberta and I guessed its length to about 50 feet. (Fellow LWRC rower **Saul Stashower** was able to find

this boat's specific details; it is 62 feet long and 26 feet wide.)

Big boats can't stop very fast. The bigger the boat, the longer it takes to stop. No barge under tow or being pushed will be able to stop for you. Don't press your right of way. And if you know something big—or even something small—is coming, alert other rowers.

We've all been threatened by boats going too fast, putting out too big a wake, or not observing the right of way. Sometimes we've even been cursed at. Most of us have gestured to speeding boats putting out large wakes, asking them to slow down—only to be gestured at in return with the one-finger salute.

The bottom line: It's a public waterway, and we have to share it with everyone. So take your time, look around as much as possible, and do everything you can to stay safe and have a good time.

—Dale Peschel



Harbor Patrol 206-684-4071

Also on the bulletin board in the boathouse

#### **Better Ask Saul**

# Part I: Rules of the Road, Safety, and Everything

Staying safe by understanding waterway rules

have an unfortunate history of bumping into stuff. I've rowed a single since 1985 and have always had an issue with concentrating deeply and not looking around enough. During the past few years, I have made an effort to stay more aware of my surroundings and have avoided serious mishaps. But no matter what I am doing, if I bump into another boat, I will always be at fault. Why? Because I will be violating not one, but two, Rules of the Road for waterborne vessels.

Yes, there really are honest-to-goodness, written-down rules. There are International Rules, used at sea worldwide. And the U.S. has its very own and somewhat quirky Inland Rules of the Road—similar to, but also annoyingly different from, the international standard. In my professional capacity, I have to be knowledgeable about both. You, on the other hand—the humble rower—need not care, since the International Rules apply to us. These rules are colloquially known as the "COLREGS" and were formulated by the Convention on

the International Regulations for Preventing Collisions at Sea in 1972, if you must know. It does seem counterintuitive, but all of Puget Sound, the Salish Sea, and connected waters—including the Lake Washington Ship Canal, plus all of Lake Union and Lake Washington—are by law designated as covered by the COLREGS rather than the inland rules.

A good number of these rules concern various lighting configurations and required sound signals for the multitude of vessel types—from fishing boats to pilot boats, and even wing-in-ground craft (Google it!). Most of the rules relate to power-driven vessels. Rowing shells aren't that. Almost none of the rules directly discuss rowboats.

Rowing in Seattle, we encounter both recreational and commercial watercraft. There are no rules giving commercial vessels right of way over pleasure craft, nor do big vessels magically rule over little ones. The so-called "law of gross tonnage," whereby larger (and therefore less maneuverable) vessels have right of way over smaller, more nimble vessels, is

a common-sense guideline, not an official regulation. (And by the way, a gross ton isn't even a weight; it's a measurement of the overall internal volume of a vessel.) Large ships can take miles to stop—but they do turn quite nicely, thank you very much. I assure you that, during my 25-year seagoing career, I maneuvered ships displacing as much as 225,00 metric tonnes (the ship's actual weight with a full load) around sailboats, yachts, and fishing boats. All of us are required to follow the COLREGS when it comes to avoiding collisions. Period.

Some states have enacted laws giving human-powered vessels (rowing shells, kayaks, SUPs, and so on) the so-called "right of way." (Yeah, the state legislatures use that term.) However, our state has not done so. It is my understanding that, should this ever happen, it would not be applicable to our familiar rowing waterways because they are designated as falling under the COLREGS.

After the Exxon Valdez oil spill of 1989, Washington State passed specific navigation laws that some entities considered to be restrictive of navigation. Legal challenges brought the issue to the Supreme Court, which ruled against the state in 2000. (See <u>United States v. Locke</u>. I am not a lawyer—just a wannabe know-itall.)

Map of the Lake Washington Ship Canal channel (from Wikipedia) Special note: The Seattle Police Harbor Patrol has published a <u>booklet</u> that gives a good overview of local regulations. Interestingly, it states that "... rowboats almost always have the right of way." My advice is to take that with a grain of salt.

# WHAT CAN ROWERS DO TO STAY SAFE?

First and foremost, do your best to be aware of your surroundings. This is the essence of keeping a good lookout. Some people find mirrors helpful. If you choose to use a mirror, put it on your own right side so that you can see oncoming traffic. Do not even think about wearing earbuds and listening to music! That would be a violation of the Proper Lookout Rule and would put you at risk. You would not be able to hear oncoming traffic—or the yells from helpful onlookers as you bear down on a buoy.

And stay to the right. This is the socalled "right-hand rule"—it works in real life and generally conforms to the COLREGS.

Again, and perhaps most important: Stay aware. The maritime industry has adopted a system called Cockpit Resource Management, first popularized in training aircraft pilots. In the maritime world, we call it Bridge Resource Management. A key component of the training is the concept of "situational awareness." To maintain situational awareness, you must avoid becoming over-focused, which is admittedly difficult to do when you're training hard in a single. In a team boat, the

stroke seat of a coxed boat should keep the cox informed about traffic coming from behind, in order to increase the coxswain's situational awareness. In a double, both partners can communicate about traffic. In a single, develop habits that help ensure you remember to look and listen. Elsewhere in this issue, Dale **Peschel** writes about a recent frightening incident that nearly led to disaster. One of the key issues, he and his partner now realize, was that they could not adequately see in all directions before crossing a traffic lane near the locks. As bow person, he lost situational awareness essential for rowers in particular at this juncture. Keep in mind, too, that skippers positioning themselves to enter the locks may also lack situational awareness and may not adequately watch for people in shells. This loss of situational awareness contributed to the near miss. The locks can be a dangerous environment for all, so stay aware!

In our next issue, we will look at some

GREEN LAME

SUNSET HILL

PHINNEY RIDGE

MAGNOLIA

LAWTON PARK

FREMONT

MAGNOLIA

PORTAGE BAY

CARLETON PARK

C

of the rules and situations that rowers are likely to encounter. Meanwhile, stay safe, row fast, and have fun!

-Saul Stashower

As noted above, Captain Stashower is not an attorney. This article is based on his experience and opinion. Since retiring from his position as master (captain) on oil tankers, he has served as a maritime consultant specializing in tank-ship safety. You're likely to see him on the water in his white single with the distinctive blue deck, growling unnecessarily at you if you're spending too much time on the dock when he is coming back from a row.

#### Resources:

<u>Updated COLREGS and Inland Rules</u> <u>Seattle Police Harbor Patrol boating</u> <u>safety handbook</u>

# THE BACK PAGE(S)



WRC's annual Head of the Troll race from the Ballard Locks to the Fremont Bridge went off without a hitch on Sunday, August 17. Judging by the smiles and the creative costumes, our rowers had a memorable experience!

Competitors included a triple powered by three recent Learn to Row grads (Jules Pandise, Zoe Pottinger, Walker Arp) plus two new members of LWRC (Mark Frost and Clayton Binkey).

A big shout-out goes to **Cody Jenkins** (aka Teddy Roosevelt) for organizing and running the show.

**Bunny Schmidley, Liz Weber,** and **Joel Osborn** helped with timing the boats, and **Carson Hayes** was a huge help with calculating finish times. **Pati Casebolt** outdid herself creating the troll trophies for winning time and best costume (check them out in the members' lounge). Special

thanks also go to coaches **Bill Tytus**, **John Robinson**, **Steve Genise**, and **Joel** 

**Skaliotis,** who kept everyone safe on the water.

The gear exchange afterward was a huge success as well. Everyone left with a new-to-them item. We're excited to do it again next year!

-Karolin Neubert

# BACK PAGE(S)

# **Learn to Row**

Learn to Row classes at LWRC are an important part of sustaining our club's growth. We are fortunate in having several talented coaches who teach rowing fundamentals for those new to the sport.

Jon Turvey has captured some moments from earlier this season. For more photos, visit his gallery.

The Spy among Us

# **Former Rower Now Chief of British Intelli**gence Agency

First woman to lead MI6

Check out our

programs!

laise Metreweli has been appointed the first female chief of the UK's

Secret Intelligence Service. For the first time in 116 years, a woman will lead MI6. Metreweli also has a distinguished rowing career. We like to think that the same

> qualities that made her a fierce competitor on the water—tenacity, fearlessness, clear-mindedness also contributed to her professional advancement.

Read more about it here:

**BRITISH ROWING CAMBRIDGE UNIVERSITY BOAT CLUB** SRI LANKA GUARDIAN THE TELEGRAPH

—Suze Woolf



comments on to the author! HAVE AN IDEA FOR A STORY?

Please contact us at lwrcnewsletter@comcast.net

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