



MAKING WAVES

The LWRC Quarterly

Vol. 8, No. 3

September 2022

In this issue:

[Steady State Network for rowers, page 4](#)

[When you need a safe haven, page 8](#)

[Circumnavigating Squaxin Island, page 10](#)

[A life on the water, page 13](#)

CASCADIA 2022

In Canada, Moms and LWRC show their stuff after three-year hiatus

This year's Canadian National Masters Rowing Championships were combined with the Cascadia Regatta and held at the Delta Deas Rowing Club in Delta, B.C., from July 15 through July 16.

Tory Laughlin Taylor reports:

We had a grand weekend of racing. Nine of us traveled up, along with cox Johanna and six LWRC teammates. We found a pleasant venue, a casual vibe, and super friendly people. We also had good water and great "Goldilocks" rowing weather, overlooking the few rain showers and some mos-



Above: D+ women's 8+ took bronze.
(Angie Anderson photo)
Left: LWRC/LUC heading out (Alex Parkman photo)

Above right:
Lara
Normand
(five races in
one day!)
(Angie
Anderson
photo)

quitos! There was general enthusiasm to make it a regular regatta for the Moms and to engage more LWRC rowers in future years.

This was a great small-boats and scullers regatta. Most notably, we enjoyed a seeding system that generated some fabulous head-to-head racing. In the more heavily subscribed boat categories, we participated in time trials instead of traditional preliminary heats; then, based on finish times, we were grouped into seeded heats—from slowest to fastest. That meant everyone was racing in the “final” against boats of similar speed rather than similar age. For the Moms, this meant we were usually competing hard against significantly younger boats. (All of us, I have to say, are aging very well!) Then all the raw times from the finals were age-adjusted, and championship medals were awarded by age category. (This may have led to some confusion for those of you watching the results from home, but it gave us some really intense and satisfying races.)

The medal for bravery and tenacity goes to **Lara Normand**, who rowed her first singles sprint race in the time trial, hot-seated through most of Saturday, and then beautifully won her final singles “heat.” **Wispy** gets the endurance medal for actually working through weeks of regatta logistics to get us there and then racing five times in one day. We all got lots of races in and were thoroughly exhausted by the end of each day. But we came home with many medals adorned with a very lovely Canada Aviron

maple-leaf logo, and I think we can honestly say we heightened the Moms’ profile north of the border.

—**Tory Laughlin Taylor**

Seven rowers represented LWRC, bringing home more bling. In a memorable men’s open 2X race, Andy Rees and Alex Weatbrook narrowly missed gold, by 0.143 seconds. They later learned that one of the men in the winning boat was a former Olympian.



Moms cox Johanna Knight guided the LWRC open mixed 4+ to victory. This was a composite crew that included rowers from Whatcom Rowing Club and Lake Union Crew. (Angie Anderson photo)





CASCADIA MEDALS

LOTS OF BLING!

The Moms (**Angie Anderson, Carolyn Fletcher, Tory Laughlin Taylor, Kim Lavacot, Karin Martin, Sue Monroe, Lara Normand, Wispy Runde, Amy Yunis; Johanna Knight, cox**) brought home medals in these events:

Gold:

F women's 1X, F women's 2X

Silver:

D+ women's 4+E, women's 4X

E+ women's 2-, D women's 2-

Bronze:

D+ women's 8+, E+ women's 2-

LWRC (**Rob Chang, Alex Parkman, Dale Peschel, Andy Rees, Roberta Scholz, Alex Weatbrook; Johanna Knight, cox**) also brought home some bling:

Gold:

F+ Mixed 4+ (composite with LUC and Whatcom)

Silver:

B Men's open 2X, I Men's open 1X

Bronze:

C Men's open 1X,

H Mixed open 2X (composite with LUC)

*Thanks go to Alex Mazick and Alex Weatbrook for driving the trailer to and from the regatta and for their hard work loading and unloading the trailer!
(It's amazing what they'll do for Ketchup Chips!)*



*Above: Vancouver on the horizon—so much for the sunny forecast. (Angie Anderson photo). Middle: LWRC/LUC women's 2X (Alex Parkman photo)
Below: View from Delta Deas Rowing Club (Roberta Scholz photo)*



Reframing the Rowing Culture

STEADY STATE NETWORK CHAMPIONS “THE REST OF US”



In the early weeks of COVID-related shutdowns, when the world was starting to work from home and venture out less and less, when *everything* was moving online, and there were no opportunities for rowing or racing on the horizon, **Rachel Freedman** and **Tara Morgan** saw a silver lining. They'd met through a rowing-related Facebook group, become friends, and together founded [Steady State Network](#).

Rachel learned to row at age 23 in Washington, D.C. Despite being trapped in a coxswain-sized body, she insisted on proving her worth as an oarsman. In time, she came to understand the importance of the coxswain and embraced the role. As a certified USRowing Level II coach, she's worked with high school and masters rowers and has also developed winter training programs for sweep teams and unaffiliated scullers. In 2014, she founded [RowSource](#); in 2020, she established the [Alliance of Women Rowing Coaches](#).

Tara learned to row as a teenager in Oak Ridge, Tennessee, in 1986, later coming back to the sport as a masters rower in Seattle. For ten years, she was proud to be part of the long-standing women's team of Conibear Rowing Club. In 2018, she moved across Puget Sound and is currently a member of Vashon Island Rowing Club. Tara is a certified US Rowing Level II coach and has eagerly taught Learn to Row for adults for over a decade. She is the founder of [Seize The Oar Foundation](#), dedicated to inclusion in the sport of rowing.

With more than 30 combined years of rowing, coaching, and coxing experience, Rachel and Tara determined that Steady State Network would reframe the popular, yet limited, narrative about rowing culture. They wanted to break through the old boy network and celebrate the expansive array of rowers, coaches, and coxswains whose real-life experiences deserve to be told—from launch to cox seat at every level.

*Tara
Morgan
and
Rachel
Freedman*

With an early notion of supporting diversity, equity, and inclusion in our sport, the Black Lives Matter protests took the conversation up several notches within the rowing community and helped bring more focus and purpose to the Steady State Network mission.

Since launching in September 2020, Steady State Network has brought the voices of rowers of color to the forefront, along with LGBTQ+ athletes, para athletes, and allies. In fall 2020, SSN hosted the virtual Inclusive Coaching Toolkit summit and began producing *Steady State Podcast*. Today, the podcast is into its third season, and there are more than 50 episodes in the archive. The podcast has featured conversations with coaches, club founders, breast-cancer survivors, nutritionists, Olympians, weekend warriors, ocean-rowing adventurers, and so many more fascinating people.

To support the development of leaders within the rowing community, Steady State Network presents Changemaker Scholarships to help people attend rowing-related conferences and coaching-certification courses. To date, they've helped 18 people with big ideas, fresh perspectives, and a drive to impact the future of rowing.

Rachel and Tara joke that they could talk about rowing all day—and sometimes they do! This happens especially on Fridays, when they start the morning with Coffee Chat—a virtual version of a post-practice hangout with teammates, streamed live on Facebook, Twitter, and

YouTube. Along with their guests, they talk about rowing, coaching, and coxing, leaning in to hard questions about things like motivation slumps, leadership, and creating welcoming boathouses. A few months ago our own [Susan Kinne](#) was featured in an SSN podcast.

Steady State Network is the champion of the “rest of us”—all those rowers, coaches, and coxswains you know who make wakes (big and small) at all levels of rowing. Rachel and Tara invite you to join them by visiting www.steadystatenetwork.com, subscribing to their newsletter, and following them on social media.

—*Rachel Freedman, Co-Founder*
(rachel@steadystatenetwork.com)

[facebook/steadystatenetwork](https://facebook.com/steadystatenetwork)
[instagram/steadystatenetwork](https://instagram.com/steadystatenetwork)
[twitter/steadystaterow](https://twitter.com/steadystaterow)
www.steadystatenetwork.com





Our Volunteers Are the Best!

Your LWRC Board has been working hard to recapture the volunteer spirit that defines our club. I can't say this enough, and it's no excuse: the effects of this pandemic have thrown a wrench into many of our volunteers' heavy endeavors. The good news is, we are seeing new faces step up to help us in

many ways—to invest our savings and plan for future expenses, to outline facility maintenance procedures, to work on the upcoming rent-reappraisal process with our landlord, and to organize the Head of the Lake Regatta.

Our rowing programs are running, and we were able to send a trailer to two regattas this year—and hopefully more in 2023. We hope to build a strong program advisory group to design and offer programs that members and potential members will want, by continuing to listen to them.

Please step up to help LWRC. We will need a strong volunteer effort at Head of the Lake. Stay tuned for signups in September!

—KC Dietz, Board President

Fall 2022 Focus Areas

We are hiring! We're expanding the office with an **administrative assistant position** to help with day-to-day operations and back-office organization.

- ▶ **Head of the Lake 2022** preparation is under way, thanks to our wonderful HOTL leads, who are already gearing up for this year's regatta.
- ▶ The committees and volunteer groups established earlier this summer are gaining momentum.
- ▶ The **endowment committee** is working to establish investing policies and guidelines for the club, setting us up for long-term financial stability.
- ▶ The **programs committee** is discussing the best programming structure to benefit the most LWRC members.

As always, the Board welcomes all members to join our monthly meetings. Please contact [Allison Thomas](#), Board Secretary, with any questions.



Editor's Note

Like the rest of the worldwide rowing community, LWRC is blessed with members who live fulfilling lives both on and off the water. Fortunately, our members willingly share their experiences and thoughts with the rest of us, as you will see in this issue.

The Moms (who also belong to LWRC!) made their mark at Canadian Nationals in July and lived to tell about it in our [lead story](#). On [page 8](#), **Hugh Lade** offers invaluable information on where to make an emergency docking locally in case of emergency—check it out! **Rainer Storb** circumnavigates Squaxin Island on [page 10](#), and **Saul Stashower** shares his thoughts on a life spent on the water ([page 13](#)).

There's lots to learn from nonmembers, too: the Steady State Network offers a wealth of information and support for all rowers ([page 4](#)).

We thank all our authors for enriching our rowing world with their contributions!

—*Roberta Scholz, Editor*



DESIGNER'S NOTE

M*aking Waves* is meant to be read on-screen, so it is laid out in monitor proportions. You can print it on letter-size paper at 94%, but text is large, and underlined links are live. Use [full-screen setting](#) (View > Read Mode) in Adobe Acrobat for the most legible view.

—*Suze Woolf, Designer*



PASS THE WORD!

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

lwrnewsletter@comcast.net

Report Oil Spills 24/7
1-800-OILS-911

Washington Division of Emergency
Management

Check out our programs!

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

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

Open Water Racing

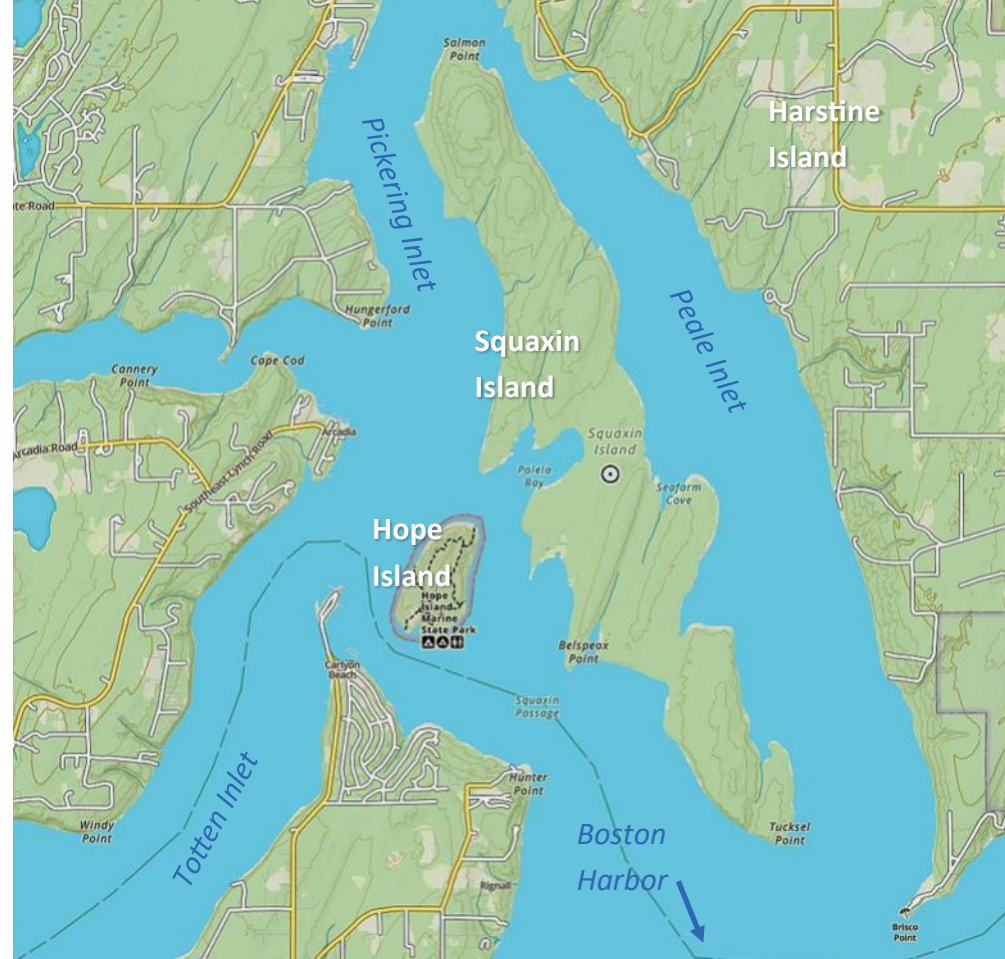
INAUGURAL SQUAXIN ISLAND RACE: HOW TO AVOID SANDBARS

The Setting: Boston Harbor, June 4, 2022. The Squaxin Island Race, a new, 21-kilometer event in south Puget Sound, was organized by Rod Sternagel. The island, a tribal reservation, is squeezed between Harstine Island and the Olympic Peninsula in a southeasterly to north-westerly direction. Peale Passage separates Squaxin from Harstine, and Squaxin Passage and Pickering Passage separate it from the Peninsula. Two inlets, Totten and Hammersley, empty into the passages. Two additional inlets, Eld and Budd, join from the south.

The race started and ended in Boston Harbor, a relic of rural America situated at the east entrance to Budd Inlet, the southernmost arm of Puget Sound; it is best described as “quaint.” One focal point of the community (and race headquarters) was the marina, with its family-run “Gull Harbor Mercantile” general store.

Because the race was new, the course complex, and the topography confusing, Rod went to great lengths to explain how to navigate and avoid hazards. The course went clockwise around Squaxin Island, and Rod warned of occasional strong but unpredictable tidal currents. An ebb tide was forecast to persist throughout the race.

Rod pointed out a shallow sandbank extending west into Pickering Passage from an unnamed point on Squaxin, midway between Belspeox Point and Potlatch Point. To avoid it, he recommended steering close to Hunter Point and then



Hope Island, located west of the racecourse and separating Squaxin Passage and Pickering Passage. In general, he noted, “Don’t go close to any of Squaxin’s various points because of sand- and mudbanks as well as scattered rocks.”

There were fish farms on the island’s Peale Passage side, he explained. After passing these, “Turn clockwise around the south tip of Squaxin (Tucksel Point), and then head in a south-southwesterly direction toward the Dofflemeyer Point lighthouse,” located at the mouth of Budd Inlet.

The Race: Conditions were ideal: calm water, overcast sky, and sun breaks. Our LWRC crew rowed an open-water quad, the *Beluga*. **Cody Jenkins** stroked; his younger brother,

[Gaia GPS](#)
[map](#)

“Throughout the race, I battled the quad’s increasingly loose and wobbly steering shoe, hoping it would hold.”

Kelton, was in three seat; my son **Adrian** was two seat; and I was in bow—tasked with navigating and steering an unfamiliar course with numerous known and unknown unknowns (remember Donald Rumsfeld?).

A mere 17 boats had showed up for the inaugural race. Among them were three mixed double rowing shells, one from LWRC (**Sarah Harmon/Carson Hayes**), one from Pocock (**Moir Bradshaw/Peter Hirtle**), one from Everett RC (**Theresa and Jeff Knakal**). Also participating were

one women’s double shell (**Haleigh Werner and Alex Smith**) from Olympia, a double surf ski (LWRC’s **Ivan Medvedev and Peter Turcan**), and the **Anderson twins** in an OC-2 outrigger canoe. Awe-inspiring 70/48 champion **Ken Deem** tried out a home-made open-water shell, and intrepid **Traci Cole** paddled a surf ski.

Race start was at 11 a.m. Almost immediately, Ivan and Peter tried to draft us, which we forestalled with relish. They then switched to the fast Olympia women’s double shell. Mindful of the sandbar warning, we took a straight course toward Hunter Point on the Peninsula side, and from there to the eastern shore of Hope Island. Strangely, most competitors veered toward Squaxin’s western shore. Momentarily, this was disconcerting and raised the question, “What do they know that I don’t know?” After giving it brief thought, I stuck to the chosen trajectory. Sure enough, the boats close to Squaxin eventually swerved west sharply lest they hit the sandbar. Too late for the Olympia women’s double: they hit ground, got out of the boat to refloat it, and lost time.

Some of the currents emerging from Hammersley Inlet ran against us south of Hope Island, while the remainder (and those from Totten Inlet) ran with us—both north in Pickering Passage and south in Peale Passage. The effects of these currents were traceable on Cody’s and Kelton’s speed coaches.

A vexing problem was that I couldn’t make out Salmon Point at Squaxin’s north end, where Pickering Passage and Peale Passage meet at a steep angle. Like a mirage, the coastlines of Squaxin and Harstine Islands appeared contiguous in the rearview mirror clipped to my cap. Consequently, I missed seeing the entrance to Peale Passage. Adrian picked up on this and insisted on turning east. Cody and Kelton agreed. Reluctantly I heeded their advice—and found the passage. Teamwork.

Thereafter, steering became an easy, point-to-point affair. We passed the first fish pens on the island side and the second ones on the open-water side, and eventually we reached Tucksel Point, the southern tip of Squaxin.



(Squaxin Island Tribal Museum, Creative Commons photo)

Once around the point, I saw the Dofflemyer Point lighthouse, which marked the finish. For the last three thousand meters of open water, Cody raised the rate to 34 strokes per minute to overcome the ebb flows emanating from the various inlets. Moreover, the currents required continuous, compensatory steering to ensure a straight course to the lighthouse.

We finished first, in one hour 28+ minutes, eight minutes ahead of the next boat (Ivan/Peter) and ten minutes ahead of the third-place finishers, LWRC's Sarah/Carson. The stranded women's double of Werner/Smith was fourth, not quite 11 minutes behind.

Throughout the race, I silently battled the quad's increasingly loose and wobbly steering shoe, hoping it would hold—it did. It turned out that a broken locknut had eroded a perfectly cut round hole, changing it into an irregularly shaped oval close to breakage.

Post-script: This was a new and navigationally challenging Sound Rowers and Paddlers race in a remote, beautiful part of Puget Sound. Back ashore, we enjoyed Boston Harbor's laid-back, mellow mood. Rod was a gracious host. The entry fee included various lunch choices—for example, clam chowder/fish and chips/soft drink, exactly the kind of stuff you pine for after a race like this. For the awards, we sat underneath a large canopy covering the outdoor dining area of Gull Harbor Mercantile. Apart from ribbons, the quad was given first prize, a top-of-the-line Squaxin Island cutting board.

As we left, rain began falling.

—*Rainer Storb, LWRC and Sound Rowers*

For information on Sound Rowers, see
www.soundrowers.org.

LWRC, Moms finish strong in open-water race

Several of our fellow club rowers braved the rough waters of Puget Sound to participate in the annual Round Shaw Row on August 6, along with 29 other boats.

Our composite men's quad (**Cody Jenkins, Adrian Storb, and Rainer Storb** plus **Steve Chapin** of Rat Island Rowing Club) finished in—what else?—first place by a wide margin.

Three Martha's Moms doubles fought their way to the finish line: **Sue Monroe/Lara Normand** (fifth), **Sara Harmon/Carolyn Fletcher** (sixth), and **Page Crutcher/Wispy Runde** (seventh). As Rainer comments: "It was great seeing so many LWRC members!"

Rainer also noted that the rough conditions were due to wind waves and currents.



(Creative Commons photo)

Of Maritime Thoughts and a Return to Rowing

SAUL STASHOWER PONDERES A LIFE ON THE WATER

While back, Roberta caught me at the boathouse and asked me to write something for the quarterly newsletter—about myself and my background with ships, the sea, and rowing. Since then, I’ve spent some time thinking about the overlaps between where and how we row, and what I have done for a living for most of my life. I like to say that I have never had a “real” job—you know, one where I had to work Monday through Friday and from nine to five, or however it’s done. I’ve always made my living messing about in boats (and ships).

How it all began

Soon after starting my freshman year at California, I saw a recruiting poster for rowing and went to a meeting where they showed a film called “A Symphony of Motion.” It opens with a young man rowing a beautiful wooden Pocock single. Two minutes in, and I was hooked. After rowing as a freshman at Cal under head coach Steve Gladstone and freshman coach (soon to be Oakland A’s president, Roy Eisenhardt of the infamous Dartmouth “Blow Chunks Eight”—a story for another time), I went on to row for three years at the California Maritime Acade-

my, where I also managed to graduate with a degree and an Unlimited Third Mate’s license. I then took a job as a third mate on an oil tanker named *Overseas Vivian*—which, as an aside, was mentioned in a wonderful book by Christopher Buckley called *Steaming to Bamboola*. I happened to read the book when the vessel was stationed in Subic Bay on a US Navy charter.

I wound up sailing oil tankers for my entire seagoing career, eventually sailing as Master (captain). My favorite ship was the *Denali*. I was captain on that vessel for three years, until it was sold to become a floating production and storage facility (FPSO); it’s a floating refinery off Vietnam now. I left the *Denali* in Singapore, and at the time, she was the largest (by tonnage) vessel flying the American flag—sort of cool. The *Denali* was infamously featured in the Kelsey Grammer movie “Down Periscope”—a comically bad movie. I say infamous, because that ship was supposedly on the East Coast. But in real life, she was never in the Atlantic and was way too big for the Panama Canal, and she most definitely did not have twin screws hung off struts, as depicted in the movie.

Finding a home at LWRC

In the five or six months a year that I was home on vacation (two or three months at a time), I continued to row and scull. As my wife puts it, I joined “her” rowing club (Long Beach Rowing Association) and pursued a spot on the lightweight national team, as well as her. Let’s just say I’m batting .500. In 1995, we packed up and moved to Washington—and I moved to LWRC. At that time, we were just finishing the LWRC boathouse in Fremont. It was the perfect time to join, as we had a big competitive group that **Frank Cunningham** and **Bill Tytus** coached on Mondays, Wednesdays, and Saturdays. That group included **Evan Jacobs**, **Tyler Petersen**, and **Padraig McGovern**—along with **Hugh Lade** and **Bob Thoreson**, among others.

I had found success, championships, and the love of my life through rowing. In 2006, a group of us from LWRC entered a mixed eight at US Masters Nationals, held at Green Lake. (It was **Theresa Batty**’s idea; I blame her.) We were a group of talented and experienced rowers, and we won easily. On the podium, I looked around at the two teams that had taken silver and bronze, all of them thrilled at their accomplish-

ment, all wishing they had won. Then I thought about how I felt: Ho hum, that was fun, blah dee blah blah blah. I knew it was time to take some time away from rowing.

I did take a year off, which turned into two, then twelve. I rode bicycles (as many rowers do) and had fun trying to go fast—until the pavement met my shoulder in an uninvited way. Using my Concept2 ergometer as a key part of my rehab, I realized that my, shall we say, “aggressive” nature was better suited to the somewhat safer confines of a rowing shell than the bicycle. I still ride but try to hold the competitive silliness in check—I hold that back for the boat. Meanwhile, I have been back at LWRC and regularly rowing again since 2018.

In 2008, I felt it was time to hang up my sea boots and come ashore. But I still make my living mucking about on ships and boats. I do consulting work that includes industry-required safety inspection on tank ships, tugs, and barges; pre-purchase surveys of ships for prospective buyers; and general ship-guy/smarty-pants stuff. I am still away from home an awful lot, but although I am gone almost as much as when I went to sea, I am home more frequently.

Safety and navigation

Some boathouses are situated on lakes and rivers without commercial traffic, while others (like ours) are dead-smack in the middle of a commercial waterway. Occasionally, rowers from elsewhere ask me whether it’s scary or intimidating to be rowing and see a big tug, barge, or other large vessel approach. For me, it just feels like home. The intersection of our sport and the maritime fascinates and sometimes frustrates me.

I once had a fender-bender with another sculler that resulted in damage to both our singles. Fault (and the costs of repair to both boats), it turned out, was determined by admiralty law, which in hindsight made some sense to me. In our case, both boats were insured—so half of the combined cost of repairing both boats was paid out by each insurance company. A few years later, things got interesting when I was renewing my USCG license. The Coast Guard Captain of the Port called me into his office to ask me about a collision. (They get a little squirrely about guys with Unlimited licenses playing bumper boats.) It took some head-scratching to figure out that what he saw in my file was actually (as he put it) a rowboat

crash. Oy.

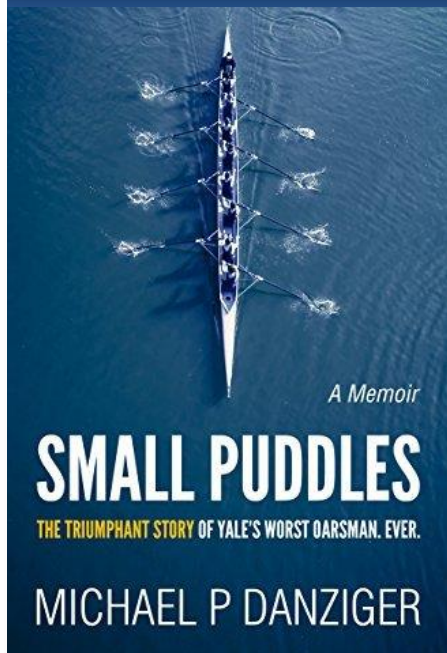
Next time, we’ll chat a little more about rules and other maritime oddities that affect us. Until then, long strokes and quick catches.

—Saul Stashower

Saul will share words of wisdom, laced with humor, in future issues of Making Waves.

By the way, “A Symphony of Motion” is available on [YouTube](#) as well as on the [LWRC website](#). The single sculler at the beginning? Some guy named Bill Tytus. It’s worth the watch if you haven’t seen it—or even if you have.

—Saul



BOOKSHELF:

Rowing: A Symphony of Motion

This 1974 film features our own **Bill Tytus** in a 24-minute-long study of what our sport means to many young people. Filmed at a time when rowing was largely a men's collegiate sport, it offers glimpses into the early beginnings of women's and masters' participation. (Recommended by Saul Stashower; see his article on [pages 13-14](#).)

Small Puddles: The Triumphant Story of Yale's Worst Oarsman. Ever.

The title speaks for itself. Michael P. Danziger's witty and self-effacing account confirms that it's the journey that matters, not the destination.

If you have a recommendation, let us know at lwrnewsletter@comcast.net!

WOMEN'S ROWING AND TITLE IX STAMPS:

As the US Postal Service says, "This issuance celebrates Women's Rowing, a graceful but demanding sport in which American women have excelled." Issued in Philadelphia, Pennsylvania on May 13, 2022. The 50th Anniversary of Title IX stamps were issued in Washington, D.C., on March 3, 2022.

