



Making Waves

The LWRC Quarterly Newsletter

Vol. 3, No. 1
Spring 2017

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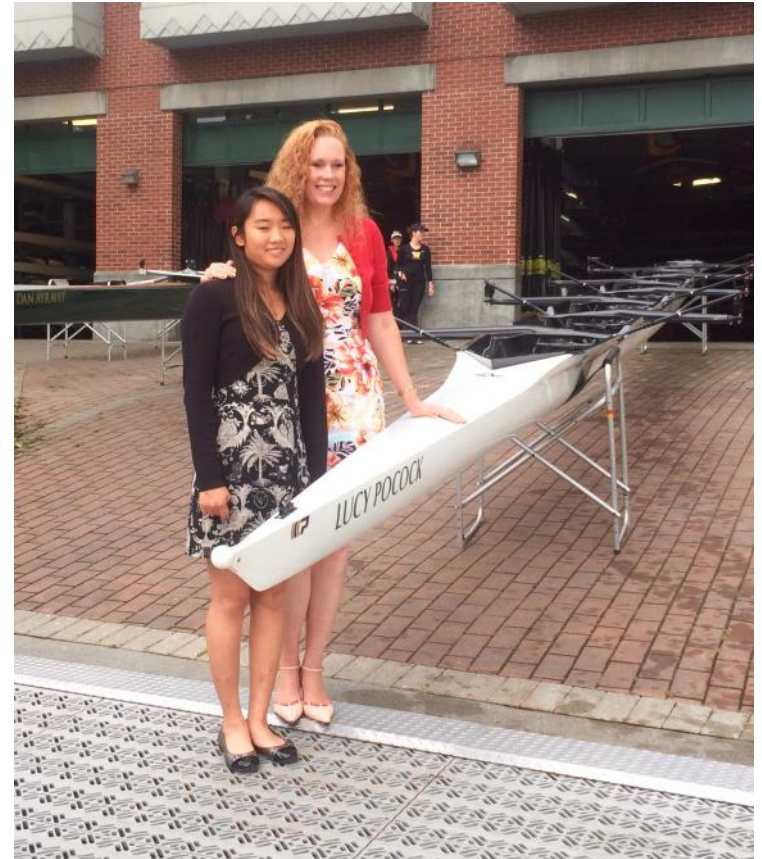
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On the Fly



Above: Lucy Pocock's daughter, Grace Brooks, christens the Lucy Pocock Stillwell (Heidi Danilchik photo). Right: Heidi and Maile Danilchik christen the Lucy Pocock, a hypercarbon eight, in 2016 (Jane Ritchey photo).

Over 100 years after Lucy Pocock and her siblings George, Dick, and Kath came to Seattle, their legacy is alive and well at LWRC. The *Lucy*, built as a coxed four in 1974 by **Stan Pocock** off the plans of a men's pair with cox, was intended to give coxswain-sized women a boat that would fit them. LWRC member **Marilynn Goo** was one of the UW coxswains who were measured to determine the size of the boat. In the 1970s, *Lucy* was raced as a flyweight by the UW, then loaned to Bush



Academy for a few years before being stored out of reach at UW's Conibear Shellhouse.

In the early 1990s, Marilynn Goo and **Jane Robinson** (now **Ritchey**) crossed paths at LWRC's Garfield boathouse. Seeing a five-foot-tall shrimp (Jane) on the dock, Marilynn quipped, "Boy, do we have a boat to row!" With help from **Frank Cunningham** and Stan, the *Lucy* came off the dusty



Above: The girls in the boat, 2015 Head of the Troll. Left to right: Maile Danilchuk, Barbara Smith, Marilyn Goo, Jane Ritchey, Nancy Egaas, Heidi Danilchik (Jane Ritchey photo)

top rack and found a new home at LWRC. At that time, she was a four with cox. **Nancy Egaas** joined Marilyn and Jane, with other lightweights filling in. Very few of them liked the boat because she was so tight, with no wiggle room. In order to optimize the tricky set, sculling riggers were acquired from Stan, and everyone was delighted.

At that time, the average weight for flyweight rowers was 115 plus the standard small cox. Height maximum was 5'2" to 5'4", depending on the rower's leg length. When rowed without a cox, the stroke could be 5'5". The *Lucy* was often rowed straight, which allowed an average weight of about 120 for the rowers; a sandbag ("Sandy") in the stern helped keep her on her lines. On some rough-weather race days, due to the *Lucy's* minimal freeboard, the row to the starting line splashed too much water into

Below: 2015 Opening Day memorial to Stan Pocock, represented by flower bouquet in stroke seat. Left to right: Heidi Danilchuk, Nancy Egaas, Jane Ritchey, Marilyn Goo. (UW Crew photo)



Curious to see the *Lucy*? She's stored in the north bay, next to the shop area, on the first rack. Her outside riggers must be removed after each row in order to make room in the work area.

The Lucy from the Montlake Bridge (Matt Andrews photo)

the boat. Bailing efforts involved a turkey baster or a Dixie cup. Then there was the starting lineup: the holders could never align the *Lucy*'s bow evenly with the other boats because of her short length—a starting handicap that just made the rowers try harder.

Lucy remains much-loved by these old-timers as well as a few more rowers who have been

added to the mix: LWRC member and former race official **Barbara Gregory**, LWRC and Moms member **Barbara Smith** (who contributed to the cost of the sculling riggers), **Maile Danilchik** (Heidi's daughter), **Francine Rose**, and **Di-anne Hitson**. Smaller rowers at LWRC might be approached to come row in the *Lucy*—so if you're asked, know it will be an experience you will remember. Please say yes!!

—Jane Ritchey

A generous annual gift has been established to maintain and house our treasured Pocock fly-weight quad, the *Lucy Pocock Stillwell*. **Heidi Danilchik**, Lucy's granddaughter and a social member of LWRC, has generously provided funds from her family trust to make sure Lucy is kept in good rowing order and is housed where she can be reached by the shrimps who row her.

So how did Heidi find the *Lucy* after all those years? She and **Jane Ritchey** met in 2011 doing volunteer work for a women's organization in Kitsap County. After knowing each other for at least a year, they carpooled on a trip to Cle Elum to clean dirty mule and horse tack for the US Forest Service. On the way home, their conversation revolved around family in Seattle, and Heidi mentioned Lucy Pocock Stillwell as her grandmother. Jane, who was driving, almost went off the road. After all, she had been connected to the *Lucy Pocock Stillwell*, a wooden quad, since the early 1990s! On a later visit to Heidi's house, Jane saw Lucy's



rowing trophies and special personal memorabilia that Heidi had inherited. She also viewed Heidi's tree house, made from much of the leftover lumber from the Pocock Boat Works building. (Check it out at <http://treehousechalet.com/Welcome.html>.)

Heidi also had photos of the 2005 and 2007 Opening Day parades, when the *Lucy* was rowed in tribute to Stan and to wooden boats. She has been the keeper of the keys for this legacy for a long time. When Stan's book was obliterated from his computer with no backup, Heidi spent countless hours deciphering words mixed with computer gibberish to re-create the entire work for Stan.

Working mostly behind the scenes, Heidi stands out when she makes an appearance. She is close to 6' tall, with the long limbs of a rower and an infectious laugh. Easily recognizable in the *Lucy* during both the Stan Pocock memorials in 2015, she sat in the stern of the quad, looming over her crew by more than a foot. She resembled a lighthouse beacon as the boat made its way down the Cut in the 2015 Opening Day parade. Heidi recently spoke at the Pocock Rowing Center at the christening of the

Lucy Pocock, a hypercarbon composite eight purchased by her family and PRC friends for junior rowers. Many thanks to Heidi for continuing her support of women's rowing!

—Jane Ritchey



Heidi
Danilchik
and Jane
Ritchey

Editor's Note—Got Oars?

Racing season is upon us. Team co-captain **Teddi McGuire** lists upcoming regattas ([page 9](#)) and wants to hear from anyone interested in racing. **Dave Rutherford** is looking for a few good men and women to help with logistical support for the spring UW regattas ([page 11](#)). It's fun!

Jane Ritchey revisits the *Lucy*, a rare flyweight coxed four crafted by the legendary Stan Pocock. The *Lucy* now rests in our boathouse, but she's no slouch. She rides the waters frequently, propelled as a quad by Jane and her crew. Read about it on [pages 1-4](#).

Speaking of Stan, he explains how LWRC came to adopt blue and white as the club colors; in the process, he provides a glimpse into our Olympic past. See [page 7](#).

Dave McWethy alerts us to an engineering challenge that will play an important role in our collective future ([pages 8-9](#)).

Fundraising efforts for new equipment have brought in \$25,000 thus far ([page 5](#)). Keep up the good work!

Row fast, row hard!

—Roberta Scholz, Editor



PRESIDENT'S MESSAGE

Moving Forward

Our LWRC Board of Directors welcomes three new members to the fold: **Teddi McGuire, Gavin Gregory, and Joey Domingues**. A lot of us who've served on the board tend to be older, so it's great to fill the seats with new ideas and enthusiasm. We thank **Alex Parkman, Damon Ellington, and Marilyn Goo** for their years of service. Luckily, they will still be very active in helping LWRC this year when the need arises!

As you may know from attending the January annual meeting, we've **continued to stabilize and grow** financially. Our bookkeeping systems have been simplified. We're saving for the future and at the same time are able to maintain our facility. Add to that the successful **Equipment Fundraising Campaign**, which recently passed its first milestone of \$25,000. Soon, we'll release the BIG PRIZE for club use: four new Pocock shells that have been waiting



patiently to be rowed! If you haven't donated yet, please do! Just use the button to the right. We'll continue to work toward a final goal of \$35,000 by the end of 2017. Thanks to all who have helped!

In six years, we will reassess the value of the land our boathouse rests on, per the terms of our lease with the Fremont Dock Company. We will inevitably incur a higher monthly rent.

To plan for this future, the newly formed **Endowment Committee (Marcie Sillman, Mike Rucier, Angie Ong, Tom Ahearn, and Kim Manderbach)** has begun helping the board by gathering information and ideas on how to increase revenue while enhancing our members' experiences. Social spaces? Work areas? Additional exercise spaces? All of the above? You will soon receive a survey, so please take the time to help us determine our club's future direction.

Another welcome change is that **our**

Well Done!

But we're not quite there yet . . .

We've achieved our first goal of raising \$25,000 for the purchase of four new Pocock boats. Now we're on to the next one — only \$10,000 more.

Let's keep the momentum going by donating.

[DONATE NOW](#)

Building our future together

membership is becoming more age-diverse, with 80 new members under 40. Two years ago, we had only 20! Our junior program is slowly but steadily growing, and more college students are rowing here in the summer and beyond.

We continue to draw new rowers via our intimate **Learn to Row sculling program** (LTR1 and LTR Next Strokes). New this year: The **Learn to Sweep** program, which replaces Race Camp. In addition to coaching our novices, **Amy Hildebrandt** and **Brooke McCulloch** will coach our mixed masters team.

Stay safe, have fun! We'll see more of each other as the weather warms.

—KC Dietz, LWRC Board President



Top: Steve about to put on his hockey gear at the annual Vernon Doctors Hockey Tournament.

Right: 1998 Canadian Secondary Schools Rowing Association Junior Heavy Coxed Four Champs. Stephen Kennedy is second from right.

New Shoes on the Dock

Stephen Kennedy Fits Right In at LWRC

Stephen Kennedy grew up in Canada, first in Alberta and then on Vancouver Island. Like many young Canadians, he grew up playing hockey. In addition, he began rowing competitively while in high school and was a member of the Canadian Junior Team for the 1998 CanAmMex training camp and competition. That same year, he entered the University of Victoria, where he continued rowing JV crew until a herniated disk sidelined him. This injury inspired him to pursue a medical degree and a surgical residency at the University of British Columbia, focusing on musculoskeletal injuries.

In 2011, Stephen came to Seattle for a hand and micro-surgery fellowship at the University of Washington, where he worked with longtime LWRC member **John Sack**. He views John as a mentor and a role model and is grateful that John introduced him to LWRC. Currently a hand surgeon at Harborview Medical Center and Northwest Hospital, he has a wife and two young daughters. Stephen joined LWRC and the mixed masters conditioning program in March 2016.

He now rows with the mixed masters team. Stephen comments: "It's been a great way to get back into shape after a long hiatus. It's incredible to see the camaraderie in the club, the efforts of the volunteers, the developing of new friendships. I look forward to the years ahead!"

—Joani Harr



History: Color Us Blue

In 1958, a group of Seattle rowers decided to train for the 1959 Pan American Games and the 1960 Olympics. They asked Stan Pocock to help them train. One of their first tasks was to decide on a name for their club: thus was born the Lake Washington Rowing Club. Next came the question of club colors, and Stan describes below how this decision was made.

Another decision we had to make concerned the club colors. Everyone wanted blue, but I held out for white on the blades. This was not because of any connection to the UW, whose blades were white. I wanted them white because that made it easier to tell when an oarsman was washing out: this was the reason that white was chosen. (Since Conibear's day, Washington's blades have always

been white, despite the fact that the school's official colors were purple and gold.)

When I worked with the WAC crew back in 1956, I had them put a slash of "international orange" on the tip of their white blades, and that worked great. I could see those "lights" blinking on and off from a mile away. For the newly born LWRC rowing club, we compromised by having a navy blue blade with a four-inch strip of white at the tip.

And thus it remains, although the Cambridge Boat Club on Boston's Charles River adopted the same motif several years later and now claims—through some mysterious logic—prior rights.

—Adapted from Stanley Richard Pocock's seminal memoir *Way Enough* (2000)

Thanks to Dave Rutherford for providing this account.

Kudos

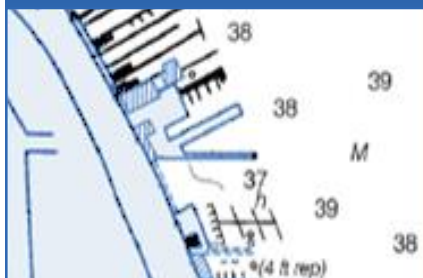
GO FOR IT!

On January 28, **John Alberti**, **Joey Domingues**, and **Jordan Tigani** represented LWRC at Ergomania, doing their bit to show that fitness matters at LWRC. John placed first in his age group (7:19.2), Joey placed sixth in the Men's Open Collegiate group (6:50.9), and Jordan earned second place in his age group (6:39.0). Well done!

206-684-4071

Harbor Patrol

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



Pass the Word

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

Check out our programs!

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

Not So Boring

LWRC Member Dave McWethy explains what's going on in the Ship Canal

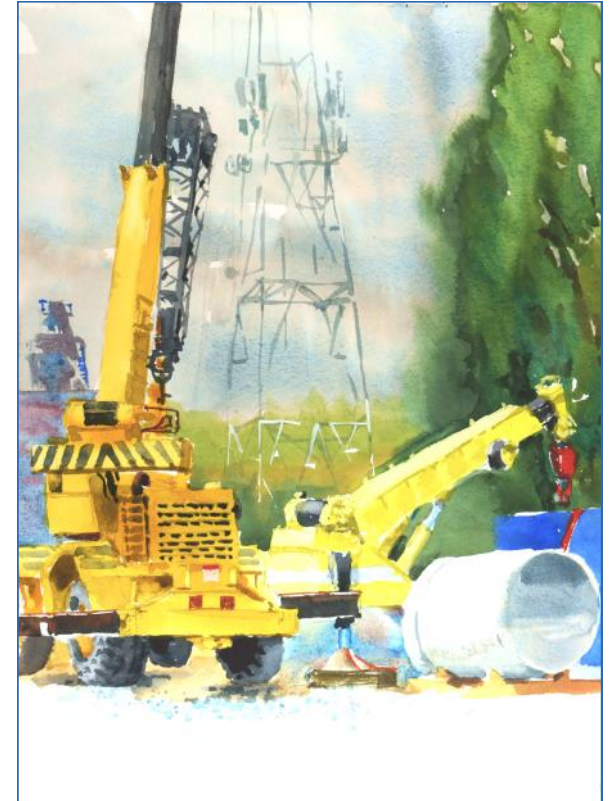
Thanks to **Marilyn Goo**, I learned about a public hearing conducted by Seattle Public Utilities in our own LWRC Celebration Hall last fall. I was the only LWRC member attending, so I want to report on this to the membership.

The hearing's purpose was to inform the public of a major tunneling project which will improve water quality for our rowing waterways. As things now stand, during a major rainstorm, stormwater and sewage volumes overwhelm existing water mains and water-treatment capacities. When this happens, the excess waste water flows from five large underwater outfalls situated on the north shore of the Ship Canal, starting near the Marine Police docks and extending all the way to the locks. Yes, you heard it right: After a big rain, there is untreated sewage in the water. (Last month, record rainfall overwhelmed the capacity of the West Point Wastewater Treatment Plant in Discovery Park, to the extent that roughly 50 million gallons of overflow wastewater flowed directly into Puget

Sound per day. Of this amount, 10 percent was raw sewage. —Ed.)

Over time, Seattle has been working to fix this problem. The solution has been to drill deep tunnels along the shores. The tunnels function as temporary storage until treatment capabilities are restored. Along the south shore of the Ship Canal, and around Lake Union, such deep

tunnels already exist. The current plan is to add a tunnel that will start near Gas Works Park and end near 24th Avenue NW in Ballard, not far from the locks. The tunnel will be 12 feet in diameter and lie 120 feet below ground surface. It will be drilled by a miniature version of Bertha, with three access points along the way. Actual construction will



Suze Woolf
painting of
Ship Canal
tunnel con-
struction

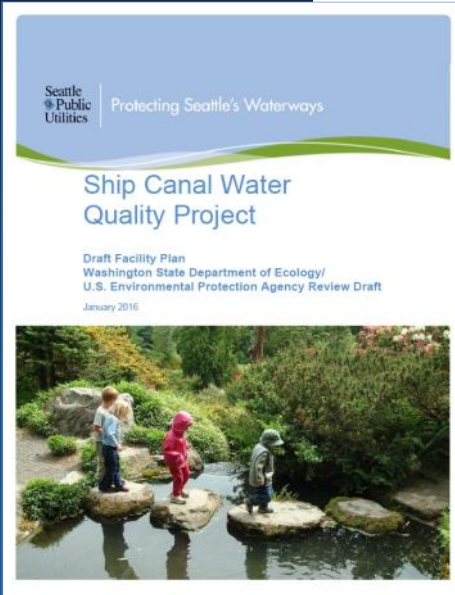
not start until 2021 and is scheduled to end in 2025. Most of the work will, of course, be invisible—probably with minimal disruption at the surface. (You might

expect increased dump-truck traffic.) The cost is a staggering \$443 million, which will be paid through a combination of federal money and existing assessment that is already part of water-treatment billing. The completed project will still have several overcapacity outfalls into the Ship

Canal. The design anticipates rare use of these outfalls once the project is completed.

The detailed plan may be seen at www.seattle.gov/util/cs/groups/public/@spu/@drainsew/documents/webcontent/1_055324.pdf.

—Dave McWethy



REGATTA NEWS!

RACING SEASON IS HERE

Hello! First, let me say I am honored to have your trust as your new club captain, and I am excited to get going! Spring regattas are coming up fast. I will be taking the lead in organizing our club's entries and race-day activities, with **Melissa Hayes** still supporting the effort and available for questions.

Our next regatta is the **Lake Stevens Sprints** (April 8–9), followed by **Opening Day** (May 6). If you're interested in Lake Stevens, please let me know as soon as possible. Junior events will be held on Saturday, April 8, and masters events will occur the following day. For Opening Day, we have submitted our preferences to Seattle Yacht Club: mixed eights and quads. I've also posted an interest sheet on the board over the sink in the North Bay, so if racing at Opening Day piques your interest, signup!

If you're looking to be linked up with a group or partner for racing and don't know where to start, I can assist with playing matchmaker. Send me an email, and I can get you in contact with other members who may also be looking to race. The more Lake Washington representation, the better! And who doesn't love racing?

Last, the **2017 Northwest Masters Regionals** will be held June 23–25 in Vancouver, WA. More information regarding this regatta will be coming up later in the spring, so mark your calendars now and stay tuned if you're looking to race.

I am very excited for racing to get underway and can't wait to see the boathouse getting busier—and the weather getting better!

—Teddi McGuire, LWRC co-captain
teddimcguire@gmail.com



Volunteers: They Make Us What We Are

The LWRC board of directors recognizes outstanding work done by our members *2017 Volunteers of the Year*

Cindy Anderson Thanks to Cindy's help with bookkeeping and in streamlining our financial records, our fiscal status has become much more solid.

Andy Rees Andy has spent countless hours building and coaching our Junior Program, in addition to coaching other programs too numerous to mention. He also is a mainstay of Mike Rucier's crew that lays the buoys for the Head of the Lake Regatta.

2017 Board of Directors Awards for significant and sustained contributions to LWRC over several years.

John Alberti John was president of LWRC when the boathouse was constructed and helped negotiate the lease for its site. He designed and constructed the pulley-operated singles racks. John has also coached numerous Learn to Row classes and Morning League. Most importantly, he is the brains behind the timing crew for

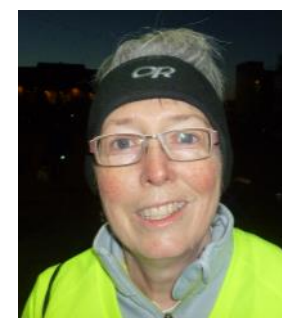
HOTL, our main fundraiser—we would not have survived this far without him.

Dave Rutherford Also a past president, Dave cheerfully coordinates the LWRC logistical support efforts for the four UW spring regattas in the Montlake Cut as well as orchestrating the launches for the Head of the Lake Regatta.

John Sack John also served as a past president. He has contributed enormously to fundraising and in recent years has worked hard to create and maintain our club archives and library.

Thanks to all of you for making LWRC strong!

*Top right: Andy Rees, Cindy Anderson
Below right: John Sack, Dave Rutherford
and John Alberti*



Volunteers: They Make Us What We Are

Board Room Wish List

We'd like to make the Board Room a more comfortable and inviting space for our members—a place to hang out after rowing, read, work, and/or watch a movie.

We'd also like to get a **high-quality ping-pong table** that folds in half and can be wheeled into storage. Here's what else we need:

- Comfortable leather or other easily cleaned couches and chairs (two of each). Not too heavy.
- Espresso machine
- Games and playing cards

If you can help us acquire any of these needed objects, contact KC Dietz (kcdietz56@gmail.com).



SPECIAL NEEDS: Be a part of UW spring regattas in the Montlake Cut!

LWRC has partnered with UW for the past several years in logistical support for their four collegiate regattas. This provides you with an excellent opportunity to share in the effort and, in many cases, to observe outstanding performances by the country's leading collegiate crews.

Dave Rutherford coordinates LWRC logistical support for these races and welcomes your help, especially if you are relatively new to our club. Tasks include course set-up, launch driving, dockmaster duties, and start-line dock monitoring. Contact Dave at djrford@comcast.net or contact Amy Hildebrandt at office@lakewashingtonrowing.com.



PITCHING IN

Here's how you can help our club

Ongoing Chores (may be done by anyone at any time)

- Clean the boat bays (sweep and mop)
- Weed and remove garbage from the landscaping
- Clear dock of any debris or bird poop
- Put boat slings away

- Hang up towels

- Turn off lights

Special Needs

- Organize a spring work party (date to be determined). Contact KC Dietz (kcdietz56@gmail.com).
- Help with the UW spring racing course support (see above)
- Paint the Board Room. Contact KC Dietz (kcdietz56@gmail.com).

Artist Members: Niki Sherey



See more of Niki's work at
www.nikisherey.com.



Left: Eight Oars, mixed media on board, 10" x 10"

Right: Sweeping Nimbus, mixed media on board, 18" x 14"

Artist Members: Suze Woolf

Suze has been Artist-in-Residence in a lot of places with bad rowing:

- Vermont Studio Center (*too cold in winter*)
- Zion National Park (*the Virgin River is only 6" deep*)
- North Cascades National Park (*Lake Chelan is too windy much of the time*)
- Kane Ranch for the Grand Canyon Trust (*almost no water at all*)
- Glacier National Park (*lots of williwaws on Lake McDonald*)
- Willowtail Springs, Colorado (*the pond is less than 1/4 acre*)
- In August she'll be off to Jentel Foundation, an art colony in Sheridan, Wyoming — *a ranch sure to be dry and full of cows!*

She's always glad to get back LWRC and to our year-round inland waterways! Look for her work online at www.suzewoolf-fineart.com. Her current exhibit is an installation at the San Juan Islands Museum of Art through May 14; see [www.sjima.org/suze woolf/](http://www.sjima.org/suze%20woolf/).



Top Right: Charred Totems installation, San Juan Islands Museum of Art

Lower Right: Robert Fire across Lake McDonald, watercolor on paper, 11" x 15"

Far Left: Where Glaciers Were, varnished watercolor on torn paper, 52" x 13"

Left: Iceberg Lake, watercolor on paper, 30"x 11"

Rowers on the River Wear



In northeast England, the Wear flows past [Durham Castle](#) and [Cathedral](#), beneath Framwellgate Bridge in the distance and over a [weir](#).

Photos are by Mark Janssen, shot from or near the 1772-built Prebends Bridge in Durham.



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

—Suze Woolf