



MAKING WAVES

The LWRC Quarterly

Vol. 9, No. 2

June 2023

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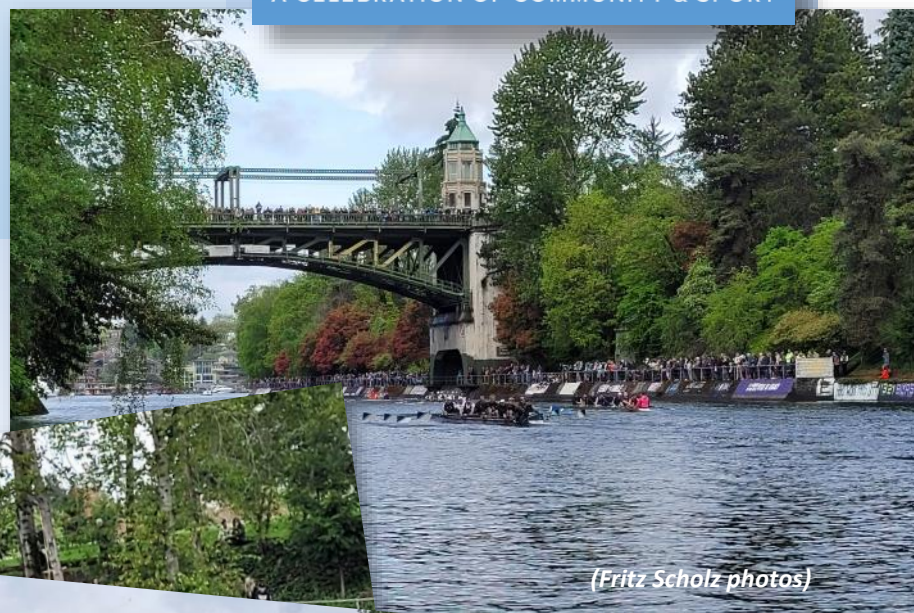
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Opening Day 2023 LWRC, Moms Rule

LWRC and Martha's Moms raced through the Montlake Cut against tough competition in this year's Opening Day regatta to celebrate the beginning of the 2023 boating season.

The men's 50+ coxed eight (LWRC) and the women's 60+ coxed eight (Moms) won their races. The LWRC women's 30+ coxed eight and the LWRC men's 40+ coxed eight finished second and third, respectively, in their races.

Well done, all!



(Fritz Scholz photos)



For decades, photos by Joel Rogers have set the standard by which rowing photography is measured. A former long-time member of LWRC, Joel understands our sport like few others. He graciously shares with us some of the excitement of Opening Day on the Montlake Cut. Now based in Port Townsend, Joel captures the beauty and spirit of the Northwest. See more of his work at <https://www.joelrogers.com/>.



(Joel Rogers photos)

LWRC women pull hard through the Cut—
in three split-second views



(Joel Rogers photos)





Regionals:

The [Northwest Masters Regional Championships](#) will be held June 23 through June 25 on Dexter Lake in Lowell, Oregon. Registration **deadline is June 13**; after this date, late fees will apply.

*Moms with medals
(Bellamy Pailthorp photo)*

Board Update

Here's What We Do — Join Us!



Have you ever wondered, dear reader, what the Board actually does? As a working board, we are responsible for governance—setting vision and strategy, and providing financial oversight. *Additionally*, we participate in the day-to-day operations of the club. Over the last quarter, your LWRC board members have:

driven the regatta trailer to Lake Stevens | renegotiated the land lease with Fremont Dock Company | revised the membership handbook | paid bills and managed the budget | helped maintain equipment | coached the morning competitive team | responded to a plumbing emergency | updated the website | gotten the Regatta Committee up and running | written content for the weekly bulletin | updated LWRC's guest policy | organized the Opening Day potluck | enhanced the security of the wherry dock (new gate coming in August!) | helped set spring programming | cheered the COMP V8 fundraiser across the finish line ... and more.

It's a lot of work—and we need your help! In addition to our paid staff, LWRC relies on volunteers to distribute the work of running the club across many hands, which keeps costs and membership dues low. We are currently looking for members to join the following committees:

- ♦ **Facilities Committee:** Provide consulting and/or labor in skilled trades (carpentry, plumbing, and ??)
- ♦ **Social Committee:** Help organize club social events,

such as the annual Head of the Troll costume race, weekend post-rowing coffee circles, BYOBG (Bring Your Own Board Game) nights, and work parties.

In the coming months, the Board's focus areas will include:

- ♦ Looking into **hiring** a boathouse operations manager;
- ♦ Collecting feedback from members to inform a **vision** for the club as we move into the future;
- ♦ Assessing **equipment needs** through a member survey.

As always, we welcome member engagement with the Board—attend one of our meetings, read the minutes, and send us your questions and suggestions. You can reach us at

board@lakewashingtonrowing.com.

—Jean C. Lee, LWRC Board Secretary

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 (View > Read Mode) in Adobe Acrobat for the most legible view.

—Suze Woolf, Designer

Editor's Note

May is a promising time of year, especially for rowers. After winter's limited access to good water, spring brings with it signs of improvement plus the excitement of Opening Day races and the coming opportunities to compete.

Congratulations to the LWRC and Moms crews who showed their stuff in the Montlake Cut!

In this issue, we feature a different type of competition: open-water, long-distance races under very different conditions. LWRC members have long been part of the local scene, as you will soon read. **KC Dietz** and **Rainer Storb** describe their respective adventures on Lake Washington and Lake Whatcom.

An important part of water safety is the ability to rescue yourself after capsizing. Member **Rachel Wong**, who is also Executive Director of the Renton Rowing Center, introduces us to a new program offered by RRC.

Finally, we offer a potpourri of water-related items for your consideration. (Well, falcons do fly *over* water, and we can see them *from* the water)

Enjoy.

—Roberta Scholz, Editor



OPEN WATER

A Long Slog

KC and friends face the rigors of south Lake Washington

In reverse of early settlers' attempts to push back an endless wilderness, the Cedar River Trail Park, along what used to be the headlands of a great river, struggles daily in its narrowness to keep the asphalt from taking over the final waterfront/ier at the south end of Lake Washington. The park plays host to a handful of activities including the Cascade Distance Race, the final race of the Sound Rowers fall season. Worthy city adventurers can choose between a six- or 13-mile course heading north along the western shore of the lake around Seward Park and back to the Cedar River Boat-house. Fifty canoers, kayakers, and rowers registered for the 2007 race—among them the renegade crowd of **Theresa Batty, Karin Rogers, Kari Page, and me.**

We began our day meandering through a fog-encased, industrial, aerospace complex in search of a launch opportunity for our two double shells. We managed to find the park, along with our fellow Sound Rowers, and take part in a relaxing countdown to the start.

For those of you who haven't had the pleasure of rowing in these races, the atmosphere is mellow and friendly. No muscular, posturing athletes whisper in the shadows, judging the competition. But don't get me wrong. The crowd is competitive, yet refreshingly not worried about the details. There are no false starts. And yes, all

the boats start at the same time! Once on the water, we have many discussions about where the start actually is, as competitors jockey for a prime spot. A single calls out to us: "Hey, move back—you're jumping the line!" We retort, "What line? Where are the buoys?" — "See the tiny red dots over there?"

Boats of all shapes and sizes are still arriving. Then three short blasts from a power horn alert us: five minutes to the start. Everyone inches up, the start appears staggered. The sound of a jet airplane taking off reminds us of our urban surroundings. Two blasts, two minutes; then a long wail indicates the race has begun. We're off!

Karin and I position our boat ahead of Kari and Theresa. I feel Kari's insatiable desire to win and Theresa's confident but steady calm as we pull even with **Storb** and



Theresa Batty, KC Dietz, Karin Rogers, and Kari Page

"The southeast breeze churns the water. We dodge a few hard rocks to port."

Storb (Rainer and Adrian), the fast men's double. My mantra is: stay relaxed through the chop, clean strokes, no rocking. And kick their butts. Five minutes down. The men's double is gone. Like geese in migration, the boats take on a chevron shape as everyone glides into their settle rate for the long haul. We've only just begun.

The southeast breeze churns the water. We dodge a few hard rocks toward port. Scary, but we keep on moving. We are determined. Where the hell is the first buoy? I am confused by the course. But I see Kari and Theresa rowing away from the shore in an attempt to pass us. Ha, ha—they're going to miss the buoy. Should we tell them? We do. We are so polite, damn it. They stop, reposition themselves, and start hauling toward us. We are still ahead. The water gets really bad, and I point the bow this way and that to get a smoother ride. We head away from shore. Mistake. Turn back in. No way are they going to pass us!

Carnival sounds are our backdrop as we head toward Seward Park. I pretend the crowd is cheering us on. Here comes the second buoy, the three-mile mark and turnaround point for the six-mile racers. We continue on, rounding the northern end of the Seward Park peninsula into Andrews Bay. The boats stretch out in a thin line. The water flattens, the sun shines. The edge of the park is green and pristine. The mood shifts. I'm lulled into complacency. "Wow, isn't this beautiful?" I think to myself. Karin replies, as if she has read my mind, "Is it OK that Kari and Theresa are ahead of us now?" Oh, right; let's pull. We are back racing.

After a very long final stretch, we arrive at the finish, working our way through the narrow channel and back to shore. We are exhausted and hungry. Our hands

hurt. My left hamstring is in sciatic hell. I shove chicken wings and chocolate brownies into my mouth, faster than I can chew. I definitely don't want to row the next day. However, I *am* looking forward to the next Sound Rowers race in early February.

—KC Dietz

Check out this [map](#) to see the six-mile course.

BIRD'S-EYE VIEW

Lufthansa pilot Elmar Burkhardt captured this fascinating view of our home waters shortly after takeoff from Sea-Tac International Airport on May 9, 2023.



Capsized!

Self-rescue skills, updated

Renton Rowing Center offers semiannual clinics to make you safer on the water

Rachel Wong, Executive Director of Renton Rowing Center and LWRC member, describes the goals and scope of their unique self-rescue clinics, offered twice a year:



We offer these clinics twice per year as a service to our rowing community, in Renton and beyond. We believe that safety is of the utmost priority, and we also believe that any and all rowers have the right to access the tools and knowledge they need to self-rescue and to be proactive in their own safety. A great number of safety-related accidents can be prevented with quality, consistent training. We find that most rowers rely on their coaches for safety knowledge and practical skills. Regardless of experi-

ence level or scope of participation, we try to empower as many of our community members as possible with the hands-on experience they may someday need in the event of a flip or an on-the-water emergency.

These training sessions are conducted at the Lindbergh Pool in Renton. This allows us to efficiently and safely train dozens of rowers within the span of just a couple of hours, all within a controlled environment. We don't intend to expand this training beyond our cur-

rent location, as this type of training on a "real" waterway is not nearly as safe. Also, it wouldn't be possible to train even half as many people as we do now at the pool in the same amount of time.

We always extend invitations to participate to other local clubs, and we're always happy to share our knowledge with club administrators and team leaders who may want to implement similar training at their clubs. We've trained rowers, coaches, and administrators from Pocock, Lake Washington, Clam Island, Kenmore, Tacoma Rowing, and other clubs.

We charge participants a very modest fee (or no fee at all, for RRC members). This means we typically run the training at a financial loss, since it is staffed by our paid coaches—who also benefit from the training. That's another, albeit smaller, reason why we don't offer more clinics per year or clinics at other locations.

***—Rachel Wong, Executive Director
Renton Rowing Center***

The next clinic is planned for August 2023. Check the Renton Rowing Center website in summer to find enrollment information.

Check out our programs!

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

Harbor Patrol 206-684-4071

Also on the bulletin board in the boathouse

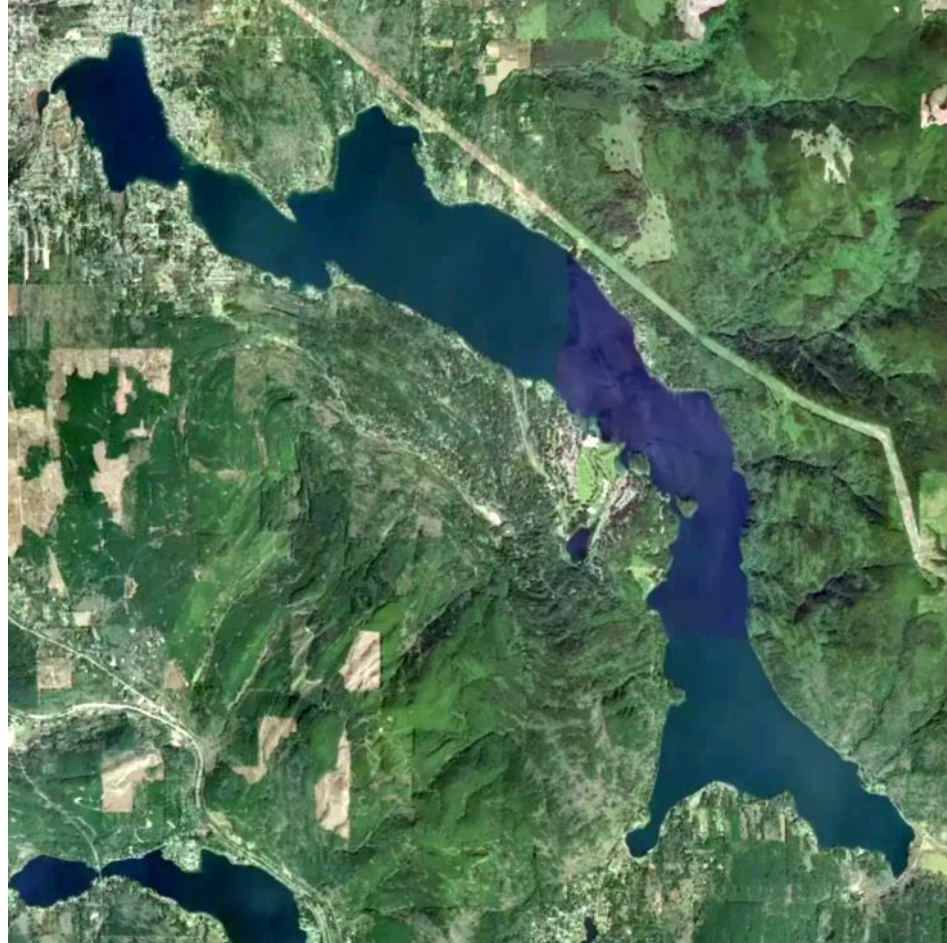
OPEN-WATER ROWING Serious Challenges on Lake Whatcom

*LWRC rowers face difficult conditions in
12-mile head race*

May 7, 2022. On the way to Bellingham with LWRC's **Cody** and **Kelton Jenkins** and my son **Adrian** inside, and the *Beluga*, a four-seat quad, on top of the VW Eurovan, we drove through a tremendous rainstorm, perhaps an omen of things to come.

Seventy-plus boats were lined up on the beach at Lake Whatcom's Bloedel Park in anticipation of the race, many of them high-performance kayaks (surf skis) and rowing shells, but also fast Indigenous war canoes. Getting ready to launch the quad, I discovered with dismay that the backstrap of my cap—with the rearview steering mirror—was broken, with tooth marks, presumably due to efforts of Cricket, our Cairn terrier puppy, earlier that morning. A quick fix lasted for about two miles, when suddenly the cap's beak slipped over my nose. Given the quad's speed, we were in the lead by then, despite having missed the faint, cowbell-generated start signal.

We had four surf skis drafting us, making use of the *Beluga's* effort-saving stern wake (the von Kármán vortex street): three doubles (Olney/Maloney, Klevak/Turcan, Reavley/Sawyer) and a single (Greg Barton, world and Olympic champion). After several futile attempts to fix the cap's backstrap while the others



kept rowing, I called for a stop—and the surf skis slipped by immediately. Another repair lasted for about half a mile, when I gave up and tossed cap and mirror into the footwell. Steering without the rearview mirror was difficult: at nearly 87, I no longer could turn around as easily as when I was 40 without messing up stroke and rhythm.

Instead of feeling frustrated, the quad's crew was undeterred by the difficulties. Semi-blind, we managed to pass the surf skis of Barton and Olney/Maloney and catch up with Klevak/Turcan, who immediately glued themselves to our stern again. Reminiscent of the 2019 Bainbridge Island Marathon (when we forgot the steering cap at home), they helpfully guided us with shouts of "port,"

*Lake Whatcom
satellite image,
north is up and
Bellingham is to
the left.
(www.
gaiagps.com)*

“even,” “starboard,” and so on. That way, we avoided running into pilings, docks, or mooring buoys. Eventually, we found and then rounded Reveille Island, the race’s midway point.

On the way to the island, an ever-increasing south wind had come up, generating correspondingly increasing waves that hit us head-on. Then it pushed us broadside south of the island and finally from astern on the return leg.

Cody stroked at an average rate of 33 per minute throughout the race. Periodically, he called for 1,000-meter sprints at 80 percent and then 90 percent power. These were useful, in part because they broke up the monotony of the row and in part because the *Beluga* woke up and accelerated. In one of those sprints, we lost the surf ski of Klevak/Turcan and caught up with and passed the surf ski of Reavley/Sawyer. We then rapidly widened the gap between ourselves and the surf skis behind us.

A couple of miles before the finish, the south wind suddenly shifted to a strong westerly, giving rise to side chop. The sky turned white, and we found ourselves immersed in an almost incredible hailstorm. Hailstones bounced all over the boat—and off us. Visibility dropped, and everything went white. The storm seemed to last an eternity but passed through in time for us to locate the finish.

We nearly lost the lead in the last 100 or so meters, due to a recently introduced (and complicated) placement of the finish buoys. Getting to the actual finish required a 90-degree turn around a large orange buoy;

it was so close to the docks jutting out from the lake’s eastern shore that I thought it unsafe to attempt a wide and fast rowing turn. So we wrenched the quad around by rowing on starboard while holding down on port. In the process, we lost togetherness and rhythm. The two double surf skis of Klevak/Turcan and Reavley/Sawyer approached alarmingly fast. They took the turn side by side, seemingly effortlessly. Once around, I searched

for the finish buoy, locating it about a hundred meters directly behind us. Whenever I turned to look for the buoy, I got out of sync with the others. Things became frantic.

The finish bell came to the rescue. Our time was 1:31:28 hour—not too

bad, considering the frustrating challenges and time squandered with futile steering-cap repair, poor steering, and wrestling with the inimical finish arrangement. Klevak/Turcan and Reavley/Sawyer finished six and seven seconds behind us, respectively. Olney/Maloney were fourth, more than five minutes back, and Barton was fifth, roughly seven minutes back. Behind them came the rowing shells.

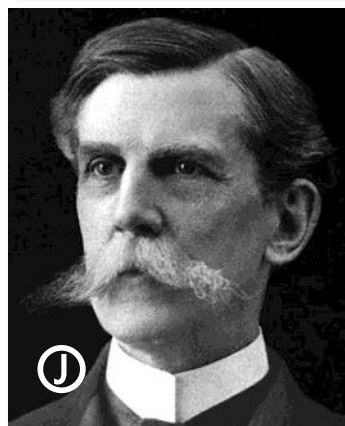
After returning home, I talked to Cricket about the steering hat. Before I finished, he ran off, triumphantly waving a pair of my socks in his muzzle.

—**Rainer Storb**
LWRC and Sound Rowers

***“Hailstones bounced
all over the boat—
and off us. Visibility
dropped, and every-
thing went white.”***

Famous People Who Rowed

You're known by the company you keep, even across decades and centuries. To meet some kindred spirits, check out [these former rowers](#):



(A): Gregory Peck; (B): Neil deGrasse Tyson; (C): Dr. Benjamin Spock; (D): Theodore Roosevelt; (E): George Mallory; (F): Bram Stoker; (G): Brie Larson; (H): Hugh Laurie; (I): Sandy Irvine; (J): Oliver Wendell Holmes

(All photos Creative Commons)



Suze Woolf Donates to National Nordic Heritage Museum

LWRC counts several accomplished artists among its membership. Readers of *Making Waves* are familiar with the graphic talents of **Suze Woolf**, who makes our magazine look so good. But some of us have not yet had the pleasure of experiencing her skills as a watercolor artist.

Recently, Suze generously donated two of her paintings to Seattle's National Nordic Museum for sale at its annual Northern Lights Auktion, the museum's major fundraiser. Both were painted in 2019

while she was on a ski trip northeast of Tromsø, Norway, far above the Arctic Circle. Suze explains that she didn't actually paint while out skiing, but did "draw them then and did the paintings in the house we were staying in."

Needless to say, both paintings sold.



CALLING ALL ARTISTS
We'd like to feature your work.

Falcon Crest

UC Berkeley has for a few years now been hosting Annie, a peregrine falcon, (and her *mate de l'année*) in a nesting box atop the historic Campanile bell tower. On March 31, the first of her four eggs hatched. She has her own [webcam](#), if you care to check in from time to time.

The site contains excellent views of the hatchlings.



(Photo © Francisco Martinez)

A Tight Squeeze

Superyacht edges through Ship Canal

If you were on the water Thursday morning, May 18, you might have witnessed a rare sight: an 80-meter super yacht making its way—cautiously—from Puget Sound into Lake Union. [Artefact sports cutting-edge environmentally conscious technology](#) and is also the biggest-volume 80-meter super yacht in the world. It belongs to Mike Lazaridis, founder of BlackBerry. LWRC member **Dave McWethy** comments: "This ship crossed my path this morning when I was rowing. It is by far the largest private boat I've seen on these waters – 260 feet. The sun was eclipsed for about a half an hour as it slowly passed." *Artefact* is moored northeast of Gas Works Park.

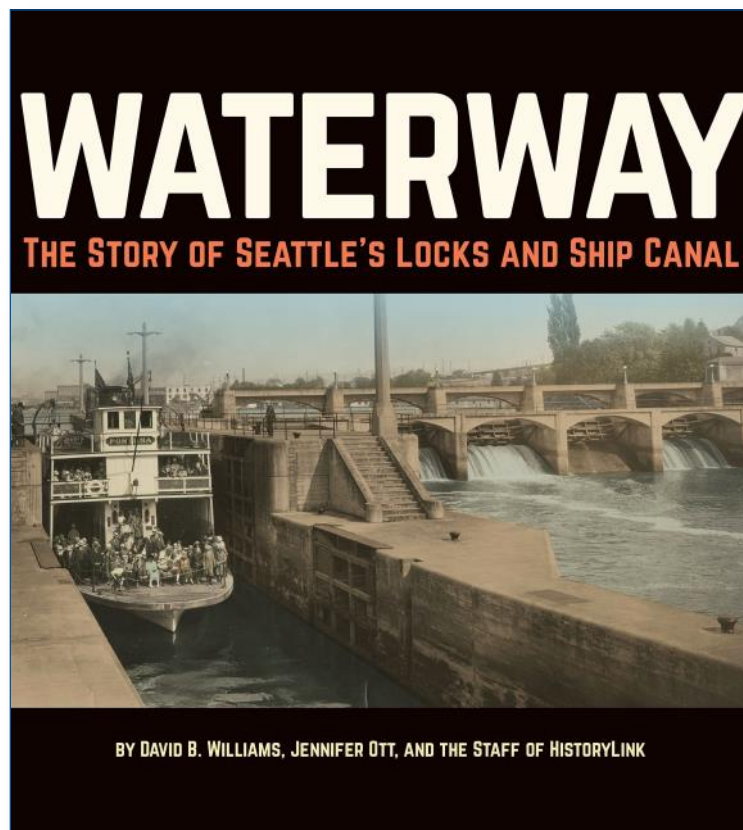
Water Ways

Birth of the Ship Canal

Why does a city surrounded by water need another waterway? Find out what drove Seattle's civic leaders to pursue the dream of the Lake Washington Ship Canal for more than sixty years, and learn what role it has played in the region's development over the past century. In *Waterway: The Story of Seattle's Locks and Ship Canal*, historians David B. Williams and Jennifer Ott, with support from the staff of HistoryLink, explore how industry, transportation, and the very character of the city and surrounding region developed in response to the economic and environmental changes brought by Seattle's canal and locks.

HistoryLink, the book's publisher, notes:

[O]ur book highlights how Seattle's civic leaders doggedly pursued construction of the ship canal over several decades, despite numerous setbacks and competition from other canal schemes. The book explores how the waterway was rearranged, the canal's wide-ranging environmental impacts, who has worked and



played on the canal, and how it has shaped the local economy and communities. Filled with maps and historic photographs, Waterway offers a new way to see and understand one of the more important changes to Seattle's economic, ecologic, and social landscape.

Waterway was a 2018 Washington State Book Award finalist in nonfiction.

David B. Williams speaks about the history of the locks and the canal at <https://www.youtube.com/watch?v=h6ayQCK3JOk>

Western Flyer Restoration

Western Flyer, the vessel which carried John Steinbeck and Ed Ricketts in their 1940 exploration of the Sea of Cortez, has been restored in Port Townsend and Seattle over the past five years. It's currently moored in the Ship Canal between the Fremont Bridge and the Ballard Bridge.

In this [YouTube clip](#), restoration project director Chris Chase discusses her history and describes the challenges of the restoration.

PASS THE WORD

Has an LWRC member done something worth recognizing, on or off the water?
[lwrcnewsletter-@comcast.net](mailto:lwrcnewsletter@comcast.net)