



LWRC

NEWSLETTER | SPRING 2011

www.lakewashingtonrowing.com

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Melborne, Australia. Photo by KC Dietz.

Meet the 2011 Board of Directors

Dave Rutherford - *President*



I started sculling out of Conibear shellhouse in 1958 under the tutelage of a high school mentor. We would occasionally be

joined on Sunday mornings by a very soft spoken graceful old man that would occasionally and quietly give me pointers. This grey haired old man turned out to be George Pocock. To me at 14 he was just this old guy that rowed as gracefully as anyone I had ever seen on the water! In 1960/1961 I joined a 4+ out of Greenlake and

trained out of the LWRC shed at the back of the UW Canoe House. We were coached by Ted Nash and had a great time occasionally rowing alongside the Olympic 4's as they trained for the Pan Am games.

After a long pause with occasional rows in between I picked rowing up again in the mid '90's, trying to keep up with my daughter who was rowing competitively as her high school sport. I found I could still move the boat and have been a regular at LWRC ever since.

As President, I hope to continue the example that the last board set with the successful lease negotiation by

looking forward to the long range planning for the future of the club (fundraising?). In addition, I would like to re-build the membership - bringing old members back into the fold and further developing programs to introduce new members to the club.

At the same time, I think there is an opportunity to develop a comraderie with the other clubs around the lake - shared practices, friendly competitions, maybe some off the water events?

These all seem like reachable goals that can be accomplished with the teamwork that is in the blood of the LWRC Community.

Rachel Alexander - *Vice President*



I am pleased to be returning to the Board as VP for the 2011-2012 year. In the past two years I have greatly enjoyed the

experiences and challenges that take place "behind the scenes" at the club. It has been and will continue to be

my goal to help ensure that the club remains a vibrant and lovely club for our members.

My rowing "career" started at the little school up the cut, SPU. Training over the UW, I continued rowing post-graduation and I was chosen for the US National team in 1982. Over the last 15 years I have enjoyed rowing in Master's regattas around the US

and Europe and have drawn on those rowing experiences to hopefully provide a broader sense of what LWRC can offer our membership and to some degree the rowing community at large. I look forward to another great year at LWRC.

Marilynn Goo - *Treasurer*



I have been a member of LWRC since 1975. When I joined LWRC, we practiced at Conibear Shellhouse, where we were not

particularly welcome. In 1976 Frank Cunningham procured a floating slip and we turned it into the Garfield Boathouse. This was our first step on a

long road to establishing a permanent boathouse. In the mid-80's we installed boat racks in a warehouse on land that is now occupied by Adobe. While we had no running water and often flooded while it rained, it was the first time that we were able to store eights. In the 1990's, with vast contributions of money and time from members and friends, we finally were able to construct the boathouse that we have today.

At various times in the past I have served as vice president, secretary, and treasurer. I am a permanent member of the Advisory Board. While I am now, at best, a recreational rower, I have competed in open and masters events as a coxswain, sculler, port, and starboard. I recently retired after working for 36 years at The Boeing Company.

Norma Andreadis - Secretary



I am currently serving in my second year as Board Secretary. A relative newcomer to our club, I joined LWRC in 2008,

having moved from Los Gatos, CA where I rowed competitively for the Los Gatos Rowing Club (LGRC).

Though a Seattle native, I left after high school, subsequently living all

over the US and in Europe. Over the past 30 years, I continued to spend much of my adult life travelling to Seattle both as an IBM business executive and visiting my parents who retired in Magnolia in the 1980's. Prior to joining LWRC, I was Program Director for the LGRC Junior Team, served on the LGRC Board of Directors for 3 years, and in 2006 became the LGRC Director of Operations, a position which I held for two and a half years prior to relocating

to Seattle.

Rowing clubs have many of the same challenges and hopefully my experience in Los Gatos will allow me to make a positive contribution to the future of LWRC.

A confirmed "boathouse rat" I spend my time between competitive sweep rowing and sculling and am currently captain of Martha's Moms masters women's team.

Howard Lee - Captain



John Robinson - Captain



I have been a rower and member of LWRC since 1995 having started rowing by

reading Frank's book, buying an open water shell and trying to teach myself to row. I brought my boat and my "horrible stroke", in Frank's candid and scathing observation, to LWRC where my rowing career began in

earnest. Since those days I've enjoyed rowing with the men's sweep team in an early version of the current group, then make the transition to sculling and over the years developing a deep interest in the stroke and how to teach rowing. I am addicted to all things related to the water and am currently on the water either rowing, coaching or sailing most days. My wife Linda is a member and has the same passion for rowing and sailing. I have found several great friends here and look to the boathouse as a place to mingle with some of the most interesting and

intellectually curious people in Seattle. This to me is an important as the time on the water.

I had previously served on the board and under Susan Kinne's stewardship find opportunities to work in the shop on boat repair as part of the "Sow's Ear Wood Products Division." ... and I am a member in good standing of the "Roll and Tip" varnishing crew. It should be noted that the LWRC Roll and Tippers now have a reputation for doing some of the best varnishing work in all of the Pacific Northwest!

Meet the 2011 Staff

Jen Rucier - Office Manager

My rowing life began in 1990 at Los Gatos Rowing Club as a junior in high school. After high school I went to the University of Puget Sound which is a college better known for its academics than rowing. After taking a couple of years off from rowing, Mike and I decided to get back on the water and chose LWRC because it was on the way to downtown from our rental in Greenwood and it had showers. It's been just shy of fourteen years since we joined LWRC. In that time I've

rowed a double with Mike and seen every evolution of the Sweep Team possible. I've had successes while sweep rowing here and am enjoying the occasional spin around the lake in an Aero with no plan for seeking medals.

I have worked at LWRC since June 2009. My favorite part of working at the club is the interaction with people whether they are longtime members or Learn to Row students. At the end of the day I am grateful to be able to do right by LWRC and its members.

When I am not working at LWRC, I work as an Independent Educational Consultant for my company College Search Solution and help high school students with their college search and application process. I find great delight in watching students evolve as they work through this challenge.

Of course, the greatest delight of my life is my family Mike and I are like all parents, the luckiest in the world, because we have our amazing children, Anna (6 ½) and Emily (3 ½). I am a very proud mama.

Captain's Corner: Spring Safety Reminders & Update on US Rowings Recommendations on PFDs

By Howard Lee

As the increasingly more rowing-friendly weather arrives, your friendly neighborhood Captains would like to remind you to check the nuts and bolts on the boats that you row, especially the top nut of the oar locks. It is best to check the tightness and soundness of your boat or a club boat while in slings and before you go out and row. The rule is - when in doubt about the row-worthiness of a boat, don't row it. Choose another boat.

The US Rowing Safety Committee came out with the recommendation that all rowers not being coached should row with a personal flotation device (PFD) in the boat and a cell phone in a waterproof bag. This doesn't mean you have to wear the PFD, but it should be in the boat. There are many different types of PFDs. For a recommendation ask Howard or John or look at the list (to the right) for more information.

<http://www.stearnsflotation.com/Inflatable-Life-Jackets-C17.aspx>

<http://www.mustangsurvival.com/products/category.php?t=1>

Here is the web link to the safety recommendations from US Rowing:

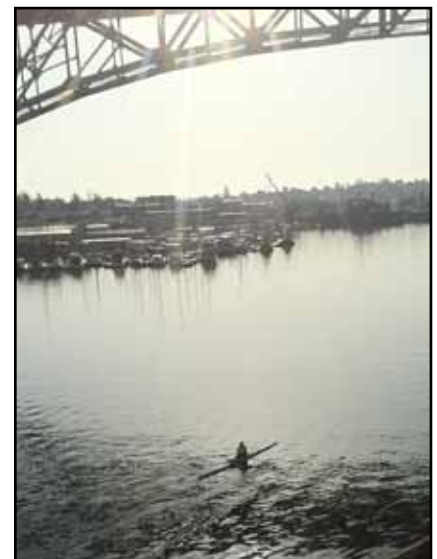
http://www.usrowing.org/safety/safetyfeatures/11-04-06/PFDs_and_Rowing.aspx

Welcome Back Spring!

Photos by Howard Lee



Lise and Brittany (above) and Nemesio (right) rowing in early May on Lake Union.



Remarks on the Occasion when Bill Tytus received the Lake Washington Rowing Club Board of Directors Award

John Robinson's speech | Seattle January 23, 2011

There is one among us who habitually arises earlier than the rest. In the black dark night the alarm rings, signaling the start of another day and his personal quest to create less flawed scullers. In a room painted blue to soothe the transition from his blissful dreams of that sinuous feeling of catch, drive, follow-through to the predawn darkness and the reality of the day to come, he dresses in his self styled uniform; khakis or jeans, a plaid shirt and, on all but the coldest days, his ubiquitous flip flops. He begins the day's journey.

In a red vintage Olds Delta 88 that speaks of his respect for an earlier age of industrial engineering and design... and that might makes right when it comes to the size of one's car on the road... with a mug of coffee in his hand he descends to the ferry terminal, anticipating a confrontation with the toll booth attendant. I suspect that this early morning jousting is more in the nature of awakening his still slumbering mind with a bit of intellectual combat, rather than any real animosity towards a hapless state worker.

The brief ferry ride and freeway trip to the north end of Lake Union gives him quiet time to form the homily he will deliver to inspire those of us basking in his aura that morning. His homilies may be just a few terse words; other times he delivers a fully integrated discussion of rowing mechanics and life philosophy. We assemble in our quest to accomplish but two things... to find some small but recognizable improvement in our stroke and to have this man say afterwards "did you have a good day rowing?" meaning either you rowed well that morning or that he is about to, in a kindly way, present

your flaws to you yet again.

He tirelessly makes this journey to serve us and his undying love for rowing at least twice each week. His smile and enthusiasm is infectious even on the worst of days. He gives of himself to the club, not only as a coach and mentor... he provides the equipment we row in, has served on the Board of Directors, has provided leadership and guidance to the Program Committee and been an annual sponsor of the Head of the Lake. But more than any of this he has given his love, his friendship and his wisdom to any of us who have placed ourselves within his grasp. To some he is a second parent, giving, at times, hard to hear advice; to some he inspires greater achievement at the level of national competition, and to still others the simple words "you looked like you had a good day on the water" re-stokes our passion for the sport. In truth it is hard to have a casual relationship with this man because, while he enters our lives subtly, once connected he constantly stirs the pot to get more out of our passion for rowing and indeed life itself.

Bill Tytus began rowing as a teenager at Green Lake. He was inspired after watching a boy a few years older from his neighborhood row... a young fellow named Dave Rutherford. Bill also discovered the sights, sounds and smells of the Pocock boat shop, which was then housed in the north bay of the Conibear Boat House on the UW campus. Hanging around the shop, he was put to work making brass oarlocks. When not practicing in sweep boats Bill got into a single and spent long hours rowing on Lake Washington. During those formative

years he was coached by Ted Nash, Charlie McIntyre, and both George and Stan Pocock, as was Dave Rutherford. Imagine, at least two members of our club have a rowing history that goes back to George Pocock.

Bill was a driven, fierce competitor with an independent mind. He often rowed in the middle of the lake so he wouldn't have to worry about where he was going and could just concentrate on pulling hard... a refrain we still hear today. While at Green Lake Bill, Dave, and two other young men traveled around the Pacific Northwest and as far as San Francisco to race with a four strapped to the top of a convertible, and typically won. After high school Bill went east to begin college and again his independence led him to sculling in a single. While at Temple University in Philadelphia he rowed with the great Joe Burk.

He returned to Seattle to finish his undergraduate education at the University of Washington and to commit himself to racing at the highest level of competition, becoming a member of the US National Team for three years. During his competitive career Bill won Junior Nationals in a four, took second at the IRA's in an eight, placed second at the Henley Diamond Sculls, stroked the US eight at the European Championships and was second in the single scull at the Pan Am Games. Returning from an international tour with the national team, he was invited to Boston by team mates for a visit. Bill found Boston a very comfortable place for that time in his life. He sold his return ticket to Seattle and stayed, finding a job teaching special education students

and, in a few years, married and started his family.

While on a family trip to Seattle in 1985 he visited Stan Pocock, who told Bill that he felt it was time to retire and pass the Pocock boat company to someone else. By this time Bill had stopped rowing, but the sport and the boats were still his passion. Bill took over Pocock Racing Shells from Stan and has now led the company for 25 years, bringing innovative design and construction, and the use of advanced materials to the forefront of the modern racing shell industry. The Pocock name started as an industry standard and Bill has maintained its preeminence through many major changes in the industry and the sport.

No rowing club has what we have at Lake Washington. Where can you find in one person someone who has made rowing their life's work, was coached by and rowed with, some of the greatest names in the sports history, successfully competed at the international level, is internationally recognized in the development and manufacture of rowing equipment, is a highly accomplished teacher and is so willing to dedicate a disproportionate amount of his time to our club, and to each of us as individuals.

Yet, what can be most admired about Bill is his humility and sense of humor about it all. We will ask Bill to come forward in a minute to be recognized and to say a few words... and you

should expect only a few... such is his sense of humility. Bill Tytus most aptly personifies the type of person and committed club member that the Board of Directors Award was created to recognize. Bill is the third recipient of the award following Ben Porter and Susan Kinne.

The Lake Washington Rowing Club Board bestows upon Bill Tytus its most prestigious award, the Board of Directors Award. In recognition of his selection the Board has also decreed that the award for the Men's Open Single event of the Head of the Lake Regatta shall henceforth be named the William B. Tytus Cup.

Do Rowing Shells Enjoy A Special "Right Of Way" To Power Boats?

by Jim Roe

One would think that since rowing shells are "vessel under oars," as the phrase is employed in Coast Guard Navigation Rules (Rule 25(d)), permitting shells to display the same lights as a sailing vessel, then, they would enjoy a sailboat's right of way advantage. Yet, such logic is not the case for the only reference to the use of oars in the Coast Guard Rules of Navigation pertains, as noted above, only to lighting. The short answer then to the question posed by the title is "no, rowing shells and sculls, for right of way purposes, are treated like any other vessel." But... but...

1. Rules for Power-driven vessels (33 CFR 83 ff)

Powerboats ("any vessel propelled by machinery"), are encumbered by certain rules **that do not govern a rowing shell**. For instance a powerboat must keep out of the way of "a vessel not under command... [and] a vessel restricted in her ability



Who has the right of way? Watch out for traffic on Lake Union. Photo by @ingridtaylor (<http://www.seattleography.com/2011/05/lake-union-traffic/>)

to maneuver... [and] a vessel engaged in fishing," [and]... "a sailing vessel."

"A power-driven vessel underway shall keep out of the way of: ... a sailing vessel." (Rule 18). But, rowing shells are not powerboats and the same obligations do not apply.

So what rules do apply to shells you ask, or should be asking.

2. Rules for vessels under oars

The Rules, the Coast Guard admonishes, "do not grant privileges

they impose responsibilities and require precaution under all conditions and circumstances."

The applicable rules are general in nature and there is no Rule that will exonerate any rower from the consequences of his or her own neglect (Rule 2). With those cautions in mind, consider the following **that do apply** to the rower:

- "Every vessel shall at all times **maintain a proper look-out by sight and hearing** as well as by

all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision.” (Rule 5). So, alright, it doesn’t hurt to turn around and look from time to time. Is use of a mirror a “proper look-out,”—probably.

- “Every vessel shall at all times **proceed at a safe speed** so that she can take proper and effective action to avoid collision and be stopped within a distance appropriate to the prevailing circumstances and conditions.” (Rule 6) Probably not normally a big problem in rowing where shells can stop pretty quickly. But at night or with a fog or heavy rain exercise caution.
- “Every vessel shall use all available means appropriate to the prevailing circumstances and conditions to **determine if risk of collision exists**. If there is any doubt such risk shall be deemed to exist.” In short, you have to act and not presume the other person will do something—even though he or she should. (Rule 7)
- Seattle Harbor Code (SMC 16.20.070) also provides a general rule “No person shall use or operate any vessel or water sport craft or aircraft on the water in a manner which shall **unreasonably or unnecessarily interfere** with other vessels, water sport craft or aircraft on the water or **with the free and proper navigation of the fairways of the City**.” That seems pretty clear until you try to unravel what is unreasonable or unnecessary and from whose point of view.
- The strongest rule under the Harbor Code is found in **SMC 16.20.090 Negligent operation**, and provides: “A person shall not operate a vessel or aircraft on the water in a negligent manner. For the purposes



Traffic patterns around Lake Union, the Montlake Cut and into Lake Washington

of this section, to “operate in a negligent manner” means operating a vessel or aircraft on the water in disregard of careful and prudent operation, or in disregard of careful and prudent rates of speed....”

Read carefully, this is actually only a “prudent rate of speed” statute that rowers rarely break, but it is unabashedly ignored by power boats every hour of the day when it comes to the effect of a vessel’s wake.

- While the Harbor Code also has a reckless operation statute, SMC 16.20.100, it is rarely, if ever, charged because the mental element is not actually recklessness as the term is commonly used but requires a willful intent and the intent to be a fool is hard to prove, although you no doubt notice that unlike the elements of negligent operation, the effect of speed or wake is not mentioned: “It shall be unlawful for any person to operate a vessel or an aircraft on the water in a reckless manner. For purposes of this section, “reckless” means acting carelessly and heedlessly in a **wilful and wanton disregard of the rights, safety, or property of another.**”

Traffic Separation Schemes

While there is a “safety zone” from 9:30pm until 11pm on Lake Union for the July 4th fireworks there is actually no Traffic Separation Scheme (TSS)

under the Rules and Rules applicable to such are not applicable. There is, however, an informal traffic pattern found at <http://www.rownw.com/UWPractice.jpg> The University of Washington will occasionally ignore this pattern in Portage Bay and when crossing over to the Conibear Boathouse when entering Union Bay from Montlake Cut.

Summary

Row defensively probably goes without saying and do so without thinking that you have some extra protection or rights because you are rowing and the boat in your path of travel is a power boat. In fact, neither you, nor that power boat skipper enjoys any greater protection. However, the rules of passing when applied to rowing shells are more common sense than anything else. So, yes you can pass an oncoming power boat starboard to starboard except, per the Harbor Code, at the Fremont Cut, the Montlake Cut and under any bridge where you have to stay to the starboard side of the channel and are then necessarily passing port to port. Can you practice in the middle of Lake Union or Portage Bay? Sure. And though you might be yelled at if you violate the UW traffic pattern have you broken any law? Unless you are under a bridge, no.

Windermere Cup Opening Day Races

The University of Washington and Windermere Real Estate Company hosted the Windermere Cup Race on May 7 to celebrate Seattle's Opening Day of Boating Season and the Seattle Yacht Club's Opening Day Boat Parade.

The LWRC 40+ Men's 8+ took second place (pictured below) in their race.



The next two articles recount the exciting tale of the LWRC 60+ Mixed 8+ race.

LWRC and Martha's Moms lineups:

Women 30+

Jeny Potter, Captain / John Tytus, Coach

Men 40+

Andy Rees, Captain / Bill Skilling, Coach

Mixed 60+

BJ Connolly, Captain / Hugh Lade, Coach

Women 50+ (Martha's Moms)

Norma Andreadis, Captain/Katie Gardner, Coach

The Men's 8+: Roberta Downey (c), Evan Jacobs (8), Mike Rucier (7), Andy Rees (6), Christian Roth (5), Chris Countryman (4), Alden Byrd (3), Jeff Bernard (2), Bob Thoreson (1). Photo by Tasleem Kachra

Impressions from 6-seat of the Opening Day 60+ Mixed 8+

by John Alberti

The enemy trireme had the weather gauge of us and bore down with bloody-minded intent to drive us onto the lee shore and consequent destruction. The clash of broadswords and the lusty stream of oaths, vile beyond the imagination of civilized folk, hurled by our coxswain filled the air as our foe closed to boarding distance.

A husky Spartan warrior and I exchanged looks of pure, feral hatred as I thrust my sword point hard against his vessel's saxeboard desiring with all my heart to split it open and sink him in the tide with none to tell the tale. It had been our last hope, but the blow had little effect.

We broke free for a moment, but there was nowhere to go. Again the foe bore down, as relentless and inevitable as death. We braced to repel the final onslaught.

The smoke of battle clears and, in a heartbeat, we are transported some 2 and a half millennia hence. The broadswords transform themselves back into oars and our coxswain now commands a second start. Once again,

it is Opening Day, 2011, and we are 150 meters into the 60+ Mx 8+ race and quite alone at the back of the pack.

We had drawn lane 4 and would be leeward vessel in a fresh crosswind. It had been clear as we maneuvered into position for the start that lane 2's coxswain had little appreciation for the effect of the cross wind, and less talent for dealing with it. We had started in lane 4, hard up against the log boom our port side blades already intermeshed with lane 3's starboards -- they having been displaced to leeward by the out of control lane 2 boat.

"Let's get the ... out of here!" came the cry from the stern sheets, and so we did, pulling a seat or two ahead before becoming hopelessly fouled, whereupon the scene dissolved into a re-enactment of naval warfare circa first millennium BC.

So here we are, FUBARed beyond all recognition.

This was not what we had envisioned through all those practices, nor what coach Hugh Lade had envisioned as he transformed us from a rabble

into a crew, nor yet what our stalwart friends, Kari Page, KC Dietz and Steve Suor, had in mind as they so generously aided and abetted our preparations.

Our bold coxswain and crew will have no part of striking colors so, damn the torpedoes, we mount a spirited pursuit, determined to carry out Frank's oft repeated command to return either victorious or carried upon our shields. Our opponents, sorry boat handling notwithstanding, are fine rowers and we cannot catch them after spotting them so generous a lead. We catch several crabs trying, and so it ends, the gallant crew upon our metaphoric shields after all.

I am honored to have shared this adventure with each man and woman of the crew:

Ginny Senear (1), Don Kuehn (2), Carol Fahrenbruch (3), James Roe (4), Dale Peschle (5), John Alberti (6), BJ Connolly (2; Captain), Beverly Sheridan (1), and Rachel Lemieux (coxswain).

A health to all hands.

-John Alberti

A Wild Ride on Opening Day Or, You Should Have Been There Tomorrow Or, Remind Me to Be in Hawaii Next Year

by Dale Peschel

It was a boat in which I wasn't even supposed to be rowing. The Lake Washington Rowing Club 60+ (average age) Mixed 8+ (four men and four women plus a coxswain) was put together about four weeks ago. However, the painful pinched nerve I had in my neck plus the two week trip I was taking between boat line-ups and Opening Day to baby-sit for one of my children meant that I was a poor choice for a hardy starboard in the line-up. I opted out.

Alas, the best laid plans... When I returned from the babysitting trip, the pinched nerve was much better and I was even getting over the painful sore throat, hacking cough and general sinus infection that my three grandchildren happily shared with me. Then on the Saturday one week before Opening Day, the email arrived: "One of our starboards in our Opening Day line-up has dropped out – can you take his place? And, oh by the way, we're having a full pressure 2,000 meter practice tomorrow morning. See you at 5:45am?"

After a 4,000 meter warm-up row to the starting line, we lined up and took off. We rowed well! Everybody was feeling good, and the talk at the boathouse after the practice was about "getting out early, building an early lead, and hanging on to the finish." Some were already polishing their first place medals.

Opening Day at the crew house is a mosh pit. Imagine 700 people trying to get their 84 boats in the water on three slippery, slimy, goose poop-covered docks. Meanwhile, the wind has been building to a steady 25 to 30 knots.

Our coxswain for the race turns out to be one of the most experienced around. She's probably spent a few

decades rowing, coxing, and now has even qualified to be a U. S. Rowing race official. She exudes authority and confidence. She has a voice that needs no megaphone.

Once on the water, we head out to the warm-up area and start going through our paces. As we get out to open, unprotected water, we start to see the waves. My God, the waves! They're running two-to-three feet at this point. We spend most of the time doing circular power tens until we feel good and warmed, and then sit in the staging area pointed into the waves – now running 4 to 6 feet - waiting to be called to the starting line.

Finally, it's our turn - we're the last of the Masters' races. As we line up, our cox has us in perfect position. The other coxes are not so capable, however, and their boats are starting to feel the effect of the wind. The two Ancient Mariners boats in lanes one and two are starting to get blown into lane three, and Corvallis next to us is starting to feel squeezed.

Our cox has warned us to pay attention once we're lined up to listen to the starter – it will likely be a quick start. We hear the "Go!", and we set off. Almost immediately, our coxswain begins yelling at the top of her lungs amplified by the speakers in our boat: "CORVALLIS, GET THE (expletive deleted) OUT OF OUR LANE. CORVALLIS, YOU'RE IN OUR LANE, GET THE (expletive deleted) OVER INTO YOUR LANE." Then to us: "Don't pay attention to them! Row through them! Row through them! Then to the other boat: "CORVALLIS, GET YOUR (expletive deleted) BOAT OVER IN YOUR LANE! CORVALLIS COXSWAIN, STEER YOUR (expletive deleted) BOAT TO PORT!"

We have taken less than twenty

strokes and, by now, our port oars are intermingled with Corvallis' starboard oars. We have nowhere to go on the other side – it's the log boom. We nearly come to a complete stop, try to push their boat away, and our cox says, "Start again on my call. Go!" We take off once more, get moving again, and our cox says, "They only have one seat on us, settle. Settle! Focus!" But again Corvallis moves into us and we thrash oars yet again. Our cox yells: "CORVALLIS! MOVE! OVER!" We nearly stop again, get going, and finally seem to get underway once more. It seems like hours have passed, but it's probably only about 30 seconds since we've started.

By now, our cox has picked up the race chatter. We're settling nicely into our rhythm, I'm picking up my race pace breathing, lots of length, and we're starting to hear the crowd in the Cut cheering along with the Husky band playing at the finish line. And then...there's that lurch and loss of momentum and speed as a rower catches a crab.

Needless to say, visions of those Opening Day medals had long since faded as we finally crossed the finish line. I could say it was a bad day. But, life is full of weird, wild, wonderful and exhilarating events, and in another perspective, that's exactly what this race was. Our cox, who probably has been in hundreds of races in her career, summed it up along different lines: "Now I've seen everything."

Meanwhile, Sunday dawned with not a breath of wind and perfectly glassy water. I should have been there tomorrow. Or, perhaps, in Hawaii where my usual rowing partner was sitting in the sun with his feet in the sand, sipping a Mai-Tai.

Preventing Back Injuries

by Kirsten Gantenbein

One of the joys of rowing is that, if done properly, one can avoid injuries. As with any sport, however, the harder you train, the higher the risk of injury. For rowers, this is especially true for low back injuries.

On February 26, Dr. Bob and Anna Cummins, who operate Cummins Chiropractic & Wellness in Bellevue, WA, provided a free presentation about the mechanics of low back injuries and how to prevent them. They are passionate about rowing: Bob is a world champion and Anna is an Olympic gold medalist.

Dr. Cummins, an advanced certified chiropractor, is well acquainted with back injuries. Early in his collegiate rowing career at Cornell University, a low back injury forced him out of the sport for two years. He returned to rowing at the University of Washington through chiropractic care and rehabilitation.

His message to all rowers: stay healthy while training by limiting rowing pieces to 10-minutes. Rowing in shorter intervals helps to relieve the constant pressure on your low back that can cause acute and chronic back injuries.

Catch-22

Rowers are the most prone to low back injury when they are at the catch. At the catch, your back is bent forward and slightly rotated. Mechanically speaking, the low back (lumbar spine) is well designed to transfer force from your legs to your oar when it is in a forward flexed position. But the repeated combination of flexed rotation and force can create wear-and-tear on the soft tissues in your low back. If the wear-and-tear doesn't have time to heal properly, it can cause inflammation that can interfere with

how your muscles stabilize your spine. This cascade of smaller acute injuries can build into a chronic condition.

Specifically, the pressure from the repeated flexed rotation at the catch places a disproportionate amount of pressure on the disc (the cushions between each vertebrae) as well as the ligaments surrounding the vertebrae. These destructive forces involve "shear" and "creep".



Tips to Avoiding Injury

Sweep rowers may experience more rotation at the catch than scullers, but scullers can still experience the wear-and-tear accompanied with pressure on the lumbar spine at the catch and drive.

The good news is that these injuries can be easily avoided. To avoid the damaging effects of shear and creep, Dr. Cummins recommends the following.

- **Taking short breaks between 10-minute pieces to alleviate pressure on the low back.** Bob first learned about this technique when

rowing at UW. Give your back a minute or two in between each piece to counteract the effects of creep, and allow the discs to rebound from compression. If you're on the erg, stand up and stretch. If you're in the boat, take a rest and do a simple stretch – whatever feels best.

- **Being aware of fatigue factors.** Rough water, an unset boat, and poor timing can contribute to faster muscle fatigue, which leaves your back more vulnerable to injury.
- **Doing active stretching before getting in the boat.** Yoga and Pilates are great ways to strengthen the spine-stabilizing muscles in your back and core.
- **Avoiding rowing through chronic pain.** There is a difference between cardiovascular pain and chronic pain. With chronic pain, it is important to identify its source before pushing through it.

The strain and aches that can strike a rower's low back is never a good sign. But there is hope for treating it and preventing chronic back injuries.

For more information, visit www.CumminsChiropractic.com

Wherry

by Frank Cunningham

The word itself has a long history going back to Roman times. By the 16th Century it had begun to appear in its modern form, first whirry, later wherry. However, that is not to suppose that the wherry of Shakespeare's time looked like the one we learn to row in. For one thing, the modern wherry is double-ended like a canoe. For another, of course, it was made of wood. Until well into the 20th century, the stern of a wherry terminated in a graceful "wine glass"

transom, although, like a canoe, the water line at bow and stern ended in a point.

By Elizabethan times the wherry was firmly established as a water taxi (in France called a diligence). It had begun to look like our Shrewsbury wherry, including the comfortable accommodation for two passengers in the stern. The persistence of tradition was so strong that, even in the wherries of my day, the wine-glass transom remained a conspicuous

feature. There is a lapstrake double wherry c. 1910 in the boathouse that illustrates this exactly.

A close look at our oldest wooden boats will likely help you to appreciate a tradition and, perhaps, to understand what George Pocock meant when he referred to wood as "the perfect plastic."

New Shoes on the Dock

Heather Mandoli Alschuler and Kevin Alschuler

Heather Mandoli Alschuler and Kevin Alschuler moved to Seattle this past fall from Boston. They met at the University of Michigan, where they were members of the rowing team. Upon graduation, Heather moved to London, Ontario, where she rowed for the Canadian National Team for five years. She completed her competitive rowing career at the 2008 Olympics, where she competed in

the women's eight for Canada. Kevin stayed in Michigan, where he earned his Ph.D. in Clinical Psychology. This past year they were in Boston while Kevin finished the clinical requirements for his degree. Heather is currently the Program Coordinator for the George Pocock Rowing Foundation, where she brings rowing opportunities, both inside and on the water, to students across the Seattle Public School District and into Middle School Physical Education

Curriculum. Kevin is a Rehabilitation Psychology Fellow in the Department of Rehabilitation Medicine at the University of Washington Medical Center. Both Heather and Kevin have experience coaching at the collegiate, club, and high school level, and are looking forward to being contributing members of LWRC.

Suze Woolf

"I took the 'Experience Rowing' session from Elizabeth just about a year ago and went on to do LTR1, then Sculling Skills. Now I've got my husband Steve Price to join as well.

I'm a dedicated backcountry skier, but years of running to stay in shape have taken their toll on my knees. I didn't think rowing was making that big a difference in my fitness until I skied Mt Baker as a day trip last summer – about 7000 feet of elevation gain and loss – then got up and went rowing the next morning without much difficulty.

After several careers in design and high tech, I'm now doing fine art: www.suzewoolf-fineart.com. I paint industrial maritime landscapes, among other subject matter, and rowing provides much inspiration!"



Western Towboats by Suze Woolf

Change to USRowing Rules of Rowing: Electronic Devices

by Jim Roe

3-106: Electronic Devices was deleted! Yes, completely deleted. A cox carrying a cell phone is no longer a problem, indeed from a safety standpoint, it might be a very good idea. Bear in mind that 2-410 Outside Assistance still applies and “(a) No crew shall receive any outside assistance, coaching, or

advice during a race. Nothing in this rule shall preclude communication to crews from shore using the unaided voice.....” (emphasis mine). So, you may use your phone, but not for any assistance, coaching or advice during a race. However, a crew that has equipment problems, illness or any emergency might have its cox call the

coach who will, in turn, contact the officials. Apparently it was the Board of Directors which did away with the archaic rule essentially overruling the Rules Committee. There are some inexpensive but effective waterproof boxes that can be used. The weight of the phone, however, is not to be considered for a cox weigh in.

Reminiscing on Winter Rowing: Braving the Elements

by Kirsten Gantenbein

On the last week of February the forecast painted a chilly picture: cold air was moving into the Puget Sound region delivering a week’s worth of snow starting on Tuesday. On Monday, the Evening League arrived for their practice. Howard Lee accompanied a quad of Paul, Kevin, Katie and me, for a “two-hour tour” of the boat canal to the locks.

Rowing in Seattle always presents a weather risk. It’s hard to predict the timing of the rain. Until recently, EL had been lucky in avoiding it. But these elements add to the uniqueness and fun of rowing in Seattle.

The sky was clear on the dock with no wind. I felt confident that I brought the right layers of clothing – a fleece jacket, cotton shirt under a thermal, thick tights, and wool socks. Only Katie was wearing a Gore-Tex splash jacket. After a warm-up on the water, the weather started getting rough: hail followed by sleet. Yelps were heard across the boat as exposed hands and necks were pelted with stinging bits of small hail. After a few minutes, the hail was replaced by icy rain falling at a steady rate. My stowed fleece jacket was now quickly soaking up rainwater that was collecting in the bottom of

the boat. Hands and muscles were stiffening up in the cold – toes were going numb in wet wool socks.

After doing a few 1K pieces between the Fremont and Ballard bridges, the crew returned to the calmness of the canal sopping wet. The water was flat enough to try several start pieces. Morale was getting stronger as we powered and sliced through water.

We returned to the dock after 90 minutes in the elements. As we pulled

up to the dock, the cold was starting to really seep in through my wet clothes. To add insult to injury, frigid water poured down my arms and onto my head as we lifted the boat up and out of the water.

In the end, we were thankful to return to our homes to drink tea and warm up. We avoided the snowfall for rest of the week. Like most rowers who were on the water during “Arctic” week in Seattle, we had a new perspective on the cold.



NASA MODIS image of snow cover on Western Washington on February 25, 2011.



Dear LWRC Members,

Thank you for a fun and eventful first year here at LWRC. It has been a pleasure getting to know many of you as I continue to learn more about the club and facility. We have had many great events this past year including birthdays, meetings, proms, Bar/Bat Mitzvahs, and lots of weddings.

To follow our promotions and event happenings, please make sure to follow us on Twitter @LWRC_Events and our events facebook page, which can be found on the LWRC website. I am always looking for new ways to get the word out about our beautiful venue.

If you have any ideas to help promote LWRC and grow our events business, please do not hesitate to call 206.245.3432 or email events@lakewashingtonrowing.com. I look forward to another successful year. Thank you for all of your support.

Cheers,

Krista Simons

Events Manager



Photos from 2010 weddings at LWRC

Announcements

Learn to Row Schedule

Spread the word to friends and family about the summer and fall 2011 Learn to Row schedules.

LTR1

Tuesday and Thursday, 7-9 a.m.:

- June 7th-30th,
- July 5th-28th,
- August 2nd-25th,
- September 6th-29th,
- October 4th-27th

Tuesday and Thursday, 6-8pm:

- July 5th-28th,
- September 6th-29th

Monday and Wednesday, 6-8pm:

- June 6th-29th,
- August 1st-24th,
- October 3rd-26th

Saturday and Sunday, 8:30am-10:30am:

- June 4th-26th,
- July 9th-31st,
- August 6th-28th,
- September 10th-October 1st (no class 9/18),
- October 1st-29th (no class 10/2)

LTR2

Monday and Wednesdays, 6pm-8pm:

- July 6th-August 1st,
- September 7th-October 3rd

Tuesday and Thursdays, 6pm-8pm:

- June 7th-30th,
- August 2nd-25th,
- October 4th-27th

Experience Rowing

Sundays, 9am-12pm:

- July 17th,
- August 14th

Upcoming Events

June 11 Landscaping Work Party

June 12 Anna Nordstrom Coaching Clinic

June 18 Solstice Parade & Fremont Fair!



June 19 Garfield Work Party

June 24-26 NW Masters Regionals in Vancouver, WA

Frank Provides a History of Rowing Online

Visit the Lake Union Virtual Museum www.lakeunionhistory.org/museum/Rowing.html to watch a video featuring LWRC rowers and Frank as he describes the importance and history of Lake Union to the world of rowing.



"A Tradition of Excellence"

Lake Washington Rowing Club

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