

Sunrise at the Gate

If it's a beautifully calm day, take a friend and head to The City! Go when the water is beginning to flood and the wind is light. Head toward Crissy Field, then go west toward the south tower of the GGB (but not close to or around it). Ride the flood back to the boat house – ahhhhh a really great row!

[Note: Club boat rowers must have taken the Rough Water Clinic before leaving the designated Novice area. Rowing in open waters beyond Richardson Bay should be undertaken only by experienced rowers who have (1) taken the Rough Water Clinic and (2) prepared carefully for the row, including but not limited to study of tides and currents, winds, shipping lanes and other hazards. OWRC advises rowing with another rower when leaving Richardson Bay.]



Cindi LaRaia

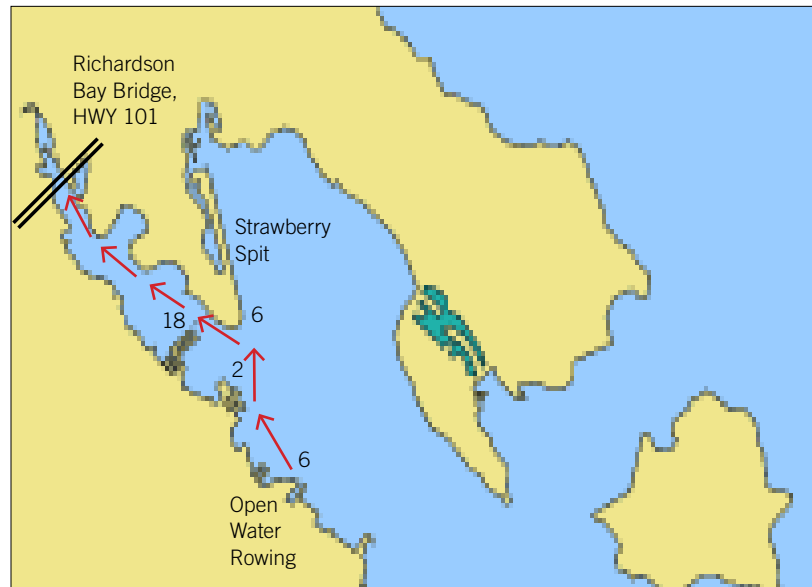
Intrepid Rowers

Cindi LaRaia

Wondering where you should head out to this morning? Kinda tired of the same old path to Yellow Bluff and back? Rowing on our beloved Bay is all about the adventure! I mean where else in the world can you wake up, drive to the most beautiful and challenging water on our planet, and venture out in your shell? Play with harbor seal pups as they try to catch up with you, marvel at pelicans flying at water level, try to identify the oodles of varieties of marine birds that visit our bay? Greet the Great Blue Heron that sits majestically on the piling as we row under the 101 bridge (when we need to go north) with his lovely friends the white egrets all lined up for our arrival? We are so blessed to be some of the lucky few who somehow stumbled upon this great sport of sculling!!

Check the tide tables and wind direction and have some fun. If favorable, head to Raccoon Strait – be sure you stay between the green buoy and the tip of Belvedere (but watch for the rocks near the point which can be almost covered at high tide), head to the houses on the north side past the Yacht Club. Now this area can be a bit wobbly but just stay with it as long as it is not too snarly. Next row past the cute houses and head to the east side of Raccoon Strait, to the green channel marker at the end. There is a small bay and beach there where a TON of baby harbor seals hang out and play, as it is very protected. It is the most amazing site to behold 2, 5, 8 or more little heads pop up around your boat in pupping season (Spring) but I have also seem them year-round at various stages of growth. They have no fear and are so curious and adorable! This row takes me about an hour from round-trip OWR. If you have more time and feel adventuresome, turn left, heading toward the Richmond Bridge. I have gone as far as the old submarine station there, that is a fun experience for sure!

Another favorite row of mine is a longer one. I head to the Golden Gate Bridge and turn around at the little Lime Lighthouse. Then I head 180 degrees reciprocal on my compass (if you don't have one, just head back toward the middle of the Bay, aiming for the north side of Angel Island and go across the Bay). If the water is flattish, it is a really awesome feeling to be rowing in the open while looking at The City and the GGB the entire time! Then I head to the tip of Belvedere and go straight back down Richardson Bay into Strawberry! Yum! Always remember the Bay is our adventure paradise, take advantage of it, and let the wonder of it call to you! Be intrepid and have fun!



Expanded Rowing Opportunities

Dan Alexander

Open Water Rowing is now able to allow club shells access to an additional stretch of Bay waters. When the fog comes in and the wind blows, very often the waters along the east shore of Strawberry [heading toward Highway 101] are calm. The narrow channel that runs from Strawberry Point along Richardson Bay up to the Richardson Bay Bridge often affords a row on flat waters. Please note:

- 1) This is a very shallow part of the Bay. Rowers planning to row 'north' should consult with staff to be sure that the tide will be sufficiently high to row into this area. At minimum, there should be two feet of water depth on the tide table to ensure clean blade release and avoid scraping the hull of your shell. Row slowly the first few times in this location to get a feel for the unmarked channel. Your oar blades may catch a bit of mud at the edges of the channel, informing you of the boundary. Avoid rowing along the western side as there are old pilings and debris there that can seriously damage a shell, as well as the possibility of conflict with the sea plane pattern (see below).
- 2) Seaplanes use this waterway as their take-off and landing area. Be alert when you hear engines running as the seaplanes require the entire width of the Bay for take-off and landing. Do not use your iPod or anything else that can interfere with your hearing, as you must be able to listen for the sea plane engines. Once they begin a takeoff, the nose of the plane goes up and they cannot see the water directly in front of them. If you find yourself in line with a taxiing seaplane, IMMEDIATELY turn 90 degrees and row quickly away from the plane's path of travel.
- 3) Realize, too, that this is a narrow area and a popular spot with private shell owners. As always, exercise caution and remain alert for other rowers, power boats, sail boats leaving the marinas and the occasional water skier. Row carefully the first few times, keeping a good lookout for fast moving shells coming from the opposite direction.

This little inlet offers the chance to practice your stroke in flat water and will afford you a lengthier row within the protecting arms of Richardson's Bay.



Art Bruzzone

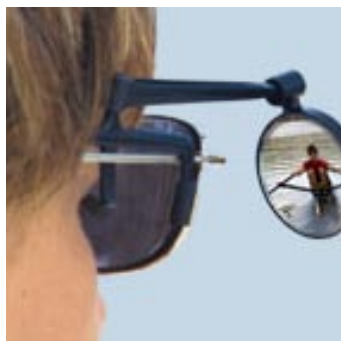
Hindsight is Good; Foresight is Better

Sara Hall

Every week the New Yorker magazine features a collection of amusing clips from newspaper accounts, usually in tiny type at the end of a column in the back pages. I remember one in which a man describes to a judge how he happened to wrap his car around a telephone pole. “Your honor, it came right at me!” As scullers we’ve experienced many speeding boats coming right at us. We’ve also experienced speeding bridge abutments, channel markers, and moored barges.

I started using a mirror in October, 1996, my second season on the water and two weeks before my first Head of the Charles when the wily fox of the river, Henry Hamilton (Gordon’s brother), told me I was crazy to attempt the race, or to row at all, without using a mirror. At that time I had heard all the dock quips about mirrors: “people who use mirrors have just as many accidents as anyone else,” “people who use mirrors have MORE accidents because they get lazy, trust the mirror too much,” etc. etc. Oh, and the ubiquitous, “people who use mirrors are geezers.” As far as I know no one has done the research, so these assumptions may or may not be correct. All I know is that in October 1996 I took two weeks in which I focused on how to use the mirror, and in eleven years and about 10,000 miles of sculling on rivers and bays around the world have had only two collisions, both in pitch dark before dawn on the Charles when I collided with a single without nav lights. So for me, the mirror has been an invaluable tool.

Here’s how to master it. First, the mirror itself. I use the bicycle mirror put out by Third Eye, the one that clips to the temple of your sunglasses. The mirror is mounted on an adjustable arm and the mirror itself is attached with a ball joint that allows infinite adjustment. Mount the mirror as far forward on your glasses temple as it will go, with the shaft of the mirror arm approximately parallel to the temple in both the vertical and horizontal axis. Then adjust the mirror so you can see the very edge of your cheek, the edge of your sunglasses, and a sliver of your ear (this works for me—experiment and see what works for you). When properly adjusted you can sit in your single and, by moving your head very slightly to the side, only about 20 degrees, and glancing in the mirror you will see your bow and bow ball. Practice getting this right. Incidentally, if you mount your mirror on one side and it just doesn’t seem to work for you, try the other side. I can only use my mirror with my right eye, not my left for some reason.



Using the mirror to identify another sculler in the shell's path.

Hindsight, continued



Caps with rearview mirrors attached to the brim are available at the OWRC boathouse.

Once you know how to adjust your mirror and can get the bow and bow ball in your mirror with only a slight turn of head and flick of the eyes, then you can start to navigate. The trick to navigating with the mirror is not to try the mental gymnastics of reversing what you see—the navigational version of mirror writing – which is nearly impossible. Instead, simply use your bow and bow ball as a big white pointer and point it where you want to go. Is your pointer pointed at the broadside of a docked ferryboat and, as you row, is that ferryboat getting bigger? Pull on one oar or the other until your pointer is now pointing at the clear water aft of the ferry. Collision avoided. On reflection, better to practice on something smaller than a ferry. Aim your pointer at a white mooring buoy and row toward it. As you approach pull on one oar until you see the pointer move to clear water. Practice this again and again, pointing at a variety of objects and approaching them, then doing what it takes to re-point your bow to clear them. Once you have this down, start to look a little farther ahead to plot a course. Point your bow to find a clear course for about a quarter of a mile, then row that distance, checking your mirror often for moving boats entering your field of vision.

This brings up two important limitations of the mirror, the knowledge of which is part of using a mirror correctly. First is the issue of how frequently to check your mirror. I check mine every ten seconds on average, more when I'm in traffic, less in open water. This means six times a minute, i.e., often. Gordon Hamilton says that one reason people have accidents while wearing mirrors is that they don't use them—they don't check in the mirror enough, and/or they haven't practiced enough to know what they're seeing. The other reason they have accidents, according to Gordon, is that they forget to look at what's approaching from the side, which must be done frequently and visually because it's out of mirror-range. This is especially important in open water. If a river is like a four lane highway, open water is like a huge, unlined mall parking lot with semis and SUVs careening everywhere. In this environment our Aeros are like nearly invisible, slow-moving go-karts. So it's important to scan ahead frequently with the mirror, and scan visually to each side to detect moving traffic.

Incidentally, for those non-sailors among you, this is a good time to learn the theory of constant bearings. If you see a vessel approaching you at 10:30 off your port bow (your bow ball is always pointed at 12:00), and it continues to bear down at 10:30 as it gets bigger and bigger in your vision, you will indeed collide unless one of you changes course. One last note on using a mirror in open water: when in doubt, stop and verify. I'm new to these waters and I find that there have been many times when I simply can't tell where I'm going, especially when I'm threading through moored boats. At these times I just have to stop and look.

I can't emphasize enough the importance of practice. Try using the mirror to walk backward down the street, navigate your backyard, go through your house from room to room (though don't try going down the stairs). Dedicate two or three rowing sessions to using your bow as a pointer and using your mirror to point it at, and away from, various objects. Find an old plastic water bottle and practice aiming at it and picking it up. Drop it, row away, and turn back to pick it up again.

As Gordon Hamilton says, "People who don't pay attention to their courses are going to have accidents whether they have a mirror or not." What worked for me was to practice using the mirror until it felt easy and natural and I could trust what I saw. Since then when I row I check it often and do a frequent visual scan of my environment outside the scope of the mirror. Do this and you, and your boat, will stay safe. No more "Your Honor, Cone Rock came right at me!"



Cindi LaRaia

Marlene Royle, OTR is Associate Director of Crafts-bury's Sculling Program. She is the co-author of Skillful Rowing, Rowing News columnist and founder of RoyleRow Performance Program the first online coaching service for rowers. Email: RoyleRow@aol.com or www.RoyleRow.com.

Basic Maneuvering

Marlene Royle, OTR

When you start learning how to scull in a single, you will need to learn the basics of maneuvering your shell. Here are some exercises to begin getting comfortable in your single:

Rowing circles with one blade

Start from the finish position, blades flat on the water, boat balanced. Row with one oar only, leaving the other oar feathered on the water for stability. The stabilizing oar handle should be held against the body. Follow the blade with your eyes to see the effect of your actions through the water. Try placing the blade in the water, letting the handle go free to see the natural depth of the blade, and then placing your hand back on the handle to "follow" the movement of the oar. Row yourself in a full circle with one oar and then switch and row around in the other direction with the other oar. Use the least possible power and a loose grasp.

Stopping

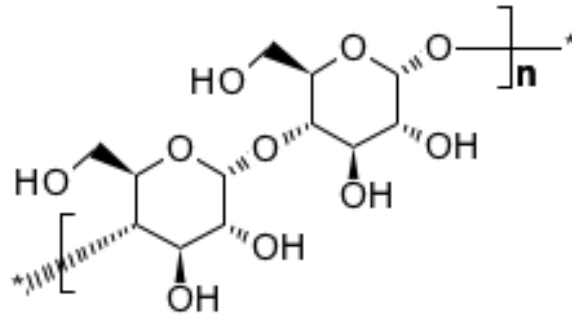
Learn how to stop rapidly. From a moving position, at the release, square the blades and press them into the water for a "braking" effect. Lean your body against the handles if needed.

Backing

Backing is when you move the boat towards the stern. First begin by practicing gliding up and down the slide keeping the blades slightly tilted on the surface of the water. Then practice backing with one hand only, the other rests near your body. Start from the finish position, square one blade in the water, letting the blade float; push your hands away from your body. At the end of the stroke, turn the blade feathered with the concave surface facing the water so the tip of the blade skims the water as you bring your hand back to your body. Try 10 strokes and then switch to the other hand. Then use both together. When you are comfortable with the backing motion you may add in slide length as you push away to make the stroke longer. Work up to backing for 50 strokes.

River Turns

Once you are able to back the boat down, you are ready for the river turn. You move your hands together but alternate the position of the blades. Using arms/body only, push your hands away from you with the port blade squared and the starboard blade feathered on the water; port backs, starboard is feathered on the water. Then take a stroke with the starboard blade as the port blade is feathered and skims the water; starboard rows, port is feathered. When you have mastered this you can lengthen your slide to take longer strokes. This is a quicker, more efficient way to turn the boat than simply rowing yourself around with one oar, especially if the water is fast or there is strong wind.



C01935

Maltodextrin ... A Magic Fuel?

References

Coggan, A.R. & Coyle, E.F. (1988). Effect of carbohydrate feedings during high-intensity exercise. *Journal of Applied Physiology*, 65(4), 1703-1709.

Jentjens, R.L.P.G. & Jeukendrup, A. E. (2005). High rates of exogenous carbohydrate oxidation from a mixture of glucose and fructose ingested during prolonged cycling exercise. *British Journal of Nutrition*, 93, 485-492.

Ivy, J, What should a Sports Drink Consist Of?, University of Texas, Austin Texas, www.utexas.edu

Mamus R.T., dos Santos M.G., Campbell B. & Kreider, R.B. Biochemical effects of carbohydrate supplementation in a simulated competition of short terrestrial duathlon. *Journal of the International Society of Sports Nutrition*. 3(2):6-11, 2006.

Sunny Blende, M.S. , Sports Nutritionist

Why do most sports nutrition products have maltodextrin as the first ingredient? Is it the best fuel? Is it just an inexpensive ingredient? Does the "Malto Council" have great marketing people? The short answer is "yes" to the first two questions and "who knows" to the last one. To understand the whole picture, we need to know about the scientific properties of maltodextrin first and then follow that by some practical applications to rowers.

Maltodextrin and the Research

Maltodextrin is a moderately sweet, water-soluble complex carbohydrate produced from corn-starch by hydrolysis, a chemical reaction in which a compound reacts with water causing decomposition into two or more other compounds. It is easily digestible, being absorbed as rapidly as glucose, and is usually in the form of a white powder. It is unrelated to barley malt although it is used in the beer making process. Known as a polysaccharide (or oligosaccharide), it is composed of over ten and often hundreds of glucose molecules joined together. Most of these kinds of carbohydrates are found in the plant world but not all are unprocessed, whole food sources. Some are glucose polymers, of which maltodextrin is one, and are commercially processed from starch but are technically a complex carbohydrate. Because glucose polymers consist of a medium length chain of glucose units, but actually are a single molecule, they have the advantage of more carbohydrate weight (think more fuel) for the same percent carbohydrate solution. It is the percent solution that determines absorbability without gut distress during rowing.

Research results from many studies (see references in the sidebar to this article) have shown that the ingestion of carbohydrates increases endurance in longer rowing events and also increases the exercise intensity that rowers are able to maintain during a race. In addition, more recent studies show that sports nutrition products that contain more than one type of sugar help boost water influx into the bloodstream more than products with just one type. This is because different "transporters" attach to different sugars to aid crossing the wall between the intestine and the bloodstream and the more "transporters" involved, the more calories that get absorbed for fuel. Hence the small amount of fructose added to maltodextrin products that we now see on the market.



An Update from the Water
Winter 2008

Maltodextrin, continued

References, continued

O'Hara JP1, King RFGJ1, Cooke CB1, Seims A1 and Gutteridge C2. The effect of galactose, glucose and fructose sports drinks on endurance performance. 1 Carnegie Faculty of Sport and Education, Leeds Metropolitan University, Leeds, UK and 2 RSSL, Reading University, Reading, UK.

Wallis, Gareth A.; Rowlands, David S. 2; Shaw, Christopher 1; Jentjens, Roy L. P. G. 1; Jeukendrup, Asker E. 1, Oxidation of Combined Ingestion of Maltodextrins and Fructose during Exercise. *Medicine & Science in Sports & Exercise*. 37(3):426-432, March 2005.

Practicalities for Rowers

What does all this mean for the average rower who just wants to see the finish line or the dock in good shape and avoid bonking? It means that when you need energy rather quickly, you should look for a product with maltodextrin (sometimes listed as glucose polymers) as the first ingredient. It is the "quickly absorbable" property that makes this ingredient such a good choice. The glucose polymers arrive at the muscle ready to be burned for fuel almost immediately. Try this in practice. Row longer than you would normally without taking in enough carbohydrates, being sure to not get dehydrated (or this won't work). Then take in your favorite sports drink or gel (with maltodextrin or another glucose polymer at the top of the ingredients list) and see if you don't feel some added energy within ten or fifteen minutes.

Check out the products that contain more than one type of sugar too. Just make sure maltodextrin is first. Usually these products have about 80% maltodextrin and 20% fructose to maximize the use of more "transporters" during absorption. They also have the advantage of allowing the maximum influx of water into the bloodstream versus products with pure maltodextrin.

If you have trouble with the taste of commercial products, you may want to make your own replacement drink. Maltodextrin is available from commercial grain sources or through beer brewing supply stores. The type of maltodextrin that works best is "agglomerated maltodextrin" that dissolves quickly and completely (without caking into a paste in the bottom of your bottle) when mixed with water. You can add your own flavoring or add some fruit juice and you will be making the two-sugar solution. Just be sure and use your drink in practice! And know that the agglomerated products are mostly found in 50-pound bags with a shelf life of one to two years.

A Word about Brown Rice Syrup

Brown rice syrup is defined as "a sweetener derived by culturing cooked rice with enzymes (usually from dried barley sprouts) to break down the starches, then straining off the liquid and cooking it until the desired consistency is reached. The final product is roughly 50% soluble complex carbohydrates, 45% maltose, and 3% glucose." The glucose is absorbed into the bloodstream immediately; the other ingredients take longer, providing a steady supply of energy. This makes products with brown rice syrup a good source of carbohydrates for the distance rower. Are they as good as maltodextrin? Most studies use maltodextrin as the complex carbohydrate tested against a placebo. I could not find any scientific, double blind, independent research comparing maltodextrin to brown rice syrup. Both types of sports nutrition products are used widely in the endurance sports world where long distances and many hours of training do not require high intensity exercise. If you were truly out of energy, I would try a maltodextrin product first, but since variety usually helps with food boredom, both types of products have their place in exercise. Even better, keep fueling so you never completely run out of carbohydrates and you can enjoy the advantages of both types of products!

Open Water Rowing Center
85 Liberty Ship Way, No. 102
Sausalito, California 94965

tel: 415.332.1091
eml: owrc@owrc.com
news: owrnews@comcast.net
web: www.owrc.com



The Road to Craftsbury

Jean Halvorsen

'06 was a water kind of year. Monster thunderstorms in Storm King, Craftsbury, and Manhattan - where a theater performance (two stories underground) was called because of rain. Ah, that's not the news. It is that I betrayed my stalwart, beamy companion of three years, Pirkle (folding dinghy) Jones, for a skinny shell. Slim, twenty-one feet three inches long with dark green racing stripes. Beam? Twenty-five inches in the middle tapering to one inch at bow and stern, deck four inches above the water.

Well, then, how to learn to drive this craft? Go to camp, of course. There are camps for everything and I decided there had to be a sleep-away rowing camp. Craftsbury Sculling Center in Vermont is satisfyingly Mickey and Judy - dining hall that's all training table, boathouse down the hill, rowing three times a day. Coaches from the big rowing schools and an Olympic gold medalist. These people are serious.

On the last day they hold the Head of the Hosmer race, meaning you race two miles from the far end of Lake Hosmer back to the camp. Two miles, no problem. But I didn't figure you had to row two miles to the start then race back. I learned there is a certain grace in coming in dead last - it gives the kids time to stand on the dock, act like cheerleaders, then jump into the water to escort you over the finish. Perfect summer.



Art Bruzzone

Surviving the cold, or even the not so cold

Excerpted from *Personal Health Magazine*, January 9, 2007, Jane Brody

Three healthy, athletic young men were climbing on Mount Hood in Oregon last January when a severe snowstorm hit. One died of hypothermia from exposure; the search was ultimately called off for the other two. Also in Oregon last winter, James Kim, a 35-year-old father of two young children, died of hypothermia during a fruitless search for help after he made a wrong turn onto an unsecured logging road and the family became stranded in their car in rain and snow. These highly publicized cases are but two of what health officials believe are well over 1,000 deaths recorded annually in this country among people who become overexposed to cold air or water.

Hypothermia, a condition in which the body's core temperature drops below 95 degrees, is the No. 1 killer of outdoor recreationists. It is also an often unrecognized killer of infants and the elderly, although the most frequent victims are homeless people, alcoholics and drug addicts.

And while the weather has been unusually warm thus far in much of the country, temperatures need not be at freezing, or even very low, for hypothermia to occur. Most cases occur in air temperatures of 30 to 50 degrees. But people can succumb to overexposure even at 60 or 70 degrees. This is especially true when it is windy, because wind can carry away more heat than the body can generate, or when people get wet or land in water, because cold water accelerates heat loss 25-fold.

So it is crucial to know how to prevent a life-threatening loss of body heat and how to recognize the symptoms of hypothermia, preferably in its early stages, and safely reverse them.

Detecting Symptoms

People are warm-blooded animals that must generate their own body heat and, unless something goes wrong, maintain a core temperature of about 98 degrees. But when the body begins to lose heat faster than it can be produced, the risk of hypothermia sets in. Even a drop in core temperature of two or three degrees can have devastating consequences.

There are two types of hypothermia: primary and secondary. In primary hypothermia, the body's heat-producing mechanisms are working well but can be overwhelmed by environmental exposure to cold air and wind or water. In secondary hypothermia, underlying conditions like strokes, diabetes, malnutrition, bacterial infection, thyroid diseases, spinal cord injuries, alcohol or other drugs interfere with the body's heat-balancing abilities.



An Update from the Water
Winter 2008

Hypothermia, continued

Skiers, hikers and fishermen are among those most at risk, even in relatively mild weather — if their clothes get wet, if there's a brisk breeze, if they are tired and hungry or if they have been drinking alcohol. And hypothermia can occur in a few hours in water as warm as 60 or 70 degrees.

The first sign of hypothermia is usually violent shivering and cold, pale skin. As body temperature drops, coordination and mental activity are affected. The National Institute on Aging warns that older victims may not be aware of how cold they are or may not want to complain. The institute suggests watching for the “umbles”: stumbles, mumbles, fumbles and grumbles, which indicate that the person's nerves and muscles are working poorly. Other common symptoms of hypothermia are confusion or sleepiness; slowed, slurred speech; shallow breathing; weak pulse; stiffness of the arms or legs; poor control of body movements; and slowed reactions. As hypothermia progresses, the person becomes disoriented. Mr. Kim trekked through 10 miles of wilderness but ended up just a mile from his starting point.

Aiding Recovery

A person suffering from hypothermia must be gradually rewarmed, essentially from the inside out. If possible, call immediately for emergency medical assistance. Meanwhile, remove the victim's wet or cold clothing and wrap the person in layers of dry, warm clothes or blankets. Apply warm (not hot) compresses to the neck, chest wall and groin area.

If nothing else is available, try transferring your body's heat to the victim: remove your clothes and lie naked against the naked victim, covering both of you with whatever is available. Be sure to cover the victim's head.

Do not use direct heat, like hot water, a heating pad or heat lamp, to warm the victim. Do not rub the victim's arms or legs, which can send cold blood to vital organs and make matters worse. If the person is conscious and able to swallow, provide something warm to drink. But never give beverages containing alcohol or caffeine, which can increase heat loss.

Keep the victim awake and handle the person gently. Avoid moving the victim except for safety reasons or to gain shelter. And don't assume someone found motionless in the cold is already dead. Many victims of hypothermia can be revived.

Taking Precautions

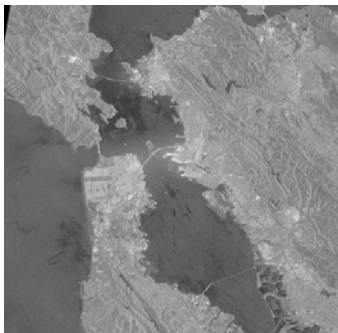
If you are planning an outing, check the weather report (especially wind chill) and travel advisories before going out in a boat, hiking, skiing or even driving in cold weather.

Dress appropriately in loose layers that trap body heat. If you are rowing, you can wear one tight layer next to your skin and a vest or another layer over you. Avoid cotton. Wool and polypropylene garments are the best inner layers for capturing heat and allowing moisture to escape. Wet down is a useless insulator. Your outer layer should be wind-resistant (nylon or Gore-Tex do the best job) and waterproof (Gore-Tex or its imitators, or take along rain gear). Wear a hat and neck covering (think turtlenecks), and if the wind and cold dictate, cover your face with a scarf or mask. Mittens will keep your hands warmer than gloves. Poggies are great to maintain hand warmth when rowing.

Eat a nutritious meal and drink plenty of water beforehand. Take along water and snacks like nuts and raisins or a sports bar and consume them frequently. If you get wet, change into dry clothes.

Open Water Rowing Center
85 Liberty Ship Way, No. 102
Sausalito, California 94965

tel: 415.332.1091
eml: owrc@owrc.com
news: owrnews@comcast.net
web: www.owrc.com



Radar satellite image taken at 6 a.m. on November 12, 2007, five days after the container ship, Cosco Busan, hit a support of the San Francisco -Oakland Bay Bridge, spilling 58,000 gallons of heavy fuel oil into the Bay. Built-up urban areas, port facilities, and bridges are bright; clean water is medium-gray; dark gray streaks and patches are consistent with the appearance of oil slicks, and probably show thin "sheens" and thicker isolated pockets of remaining oil (oil thickness, and therefore volume, cannot be determined from radar imagery).



Richardson Bay Audubon Society

Oil Spill Update

Scientists have been allowed back out onto the shorelines in order to assess the damage caused to rocky intertidal areas by the oil spill. A lack of safety plans and HAZWOPER training seem to have been the primary obstacles in initiating this critical inventory of ecological damages. The Bay-keeper organization has taken researchers out by boat to heavily hit areas of Angel Island to study the oiled shoreline. You can help document oil sightings in your area so that a full response can be levied in areas that remain oiled. If you see oil, please call the California Office of Emergency Services at 800-852-7550 and tell them you are reporting oil from the Cosco Busan. Then, please alert Baykeeper of what you have seen (how much, where, and when – include photos if you have any) to volunteer@baykeeper.org. They will continue following up on cleanup efforts. Please be careful to not harm marine habitat during low tide and keep a distance from birds, which are still under stress from the oil spill. Also continue to refrain from walking your dog along the shoreline for now. And, remember that this oil is extremely hazardous to humans as well as other animals.

OILED BIRD SPECIES (Richardson Bay through 11/19)				
Species	observed	captured	dead	# of birds
Common Loon	5	1	0	6
Brown Pelican	3	0	0	3
Double-crested Cormorant	9	1	5	15
Pelagic Cormorant	1	0	0	1
Bufflehead	2	0	0	2
Greater/Lesser Scaup	116	3	14	133
Surf Scoter	129	14	22	165
Ruddy Duck	7	1	3	11
Red-breasted Merganser	1	0	0	1
American Coot	1	0	0	1
Eared/Horned Grebe	18	2	1	21
Western/Clark's Grebe	24	1	10	35
Heermann's Gull	0	0	1	1
Western Gull	2	1	0	3
Willet	1	0	0	1
Unknown species	0	0	11	11
Total	319	24	67	410

DAILY OILED BIRDS (Richardson Bay)				
Date	observed	captured	dead	# of species
Friday, Nov. 9th	14	0	0	14
Saturday, Nov. 10th	27	3	2	32
Sunday, Nov. 11th	49	4	2	55
Monday, Nov. 12th	46	2	13	61
Tuesday, Nov. 13th	47	5	8	60
Wednesday, Nov. 14th	29	4	7	40
Thursday, Nov. 15th	7	1	10	18
Friday, Nov. 16th	71	2	2	75
Saturday, Nov. 17th	3	1	6	10
Sunday, Nov. 18th	1	0	2	3
Monday, Nov. 19th	12	0	1	13
Tuesday, Nov. 20th	10	1	5	16
Wednesday, Nov. 21st	0	0	1	1
Tuesday, Nov. 27th	1	0	5	6
Wednesday, Nov. 28th	0	0	1	1
Monday, Dec. 3	1	1	1	3
Wednesday, Dec. 12	1	0	0	1
Total	319	24	67	410



An Update from the Water
Winter 2008



Rolando Rosler

U.S. Rowing Convention, Miami

Ellen Braithwaite

In an effort to spread the word about open water rowing, Dan Thatcher and I travelled to Miami earlier this month for the USRowing Convention. We were joined by Dan Gorrarian, a rower from Rhode Island. The three of us collaborated on a presentation we called “Rowing Outside the Lanes” (thanks, Shirwin!). We could just as well have called it “Rowing Against the Tide.” USRowing, as the national governing body of the sport, primarily promotes our Olympic and elite rowers. In 1998 Shirwin Smith, Stefan Benton and Chris Dadd spoke at the convention in Oakland, and it seemed high time to remind people that there’s more to rowing than going in straight lines for five minutes at a time.

In addition, Doug Kidder of the Maas Boat Company has spearheaded a North American Open Water Rowing Championship to entice some of those flatwater rowers into the big water. 2008 will be the third annual event, and it will be held on San Francisco Bay July 26.

We had a vendors’ booth as well as the presentation time slot. The photos on our display board of rowers during the rough water clinics and the Open Ocean Regatta caught people’s attention. We talked about the variety of conditions we experience as a lot of people thought it looked too adventurous; we tried to explain all the aspects of open water rowing and had some photos of calmer water and beautiful scenery to round out our presentation.

We also participated in the convention’s raffle, offering either an entry in the 2008 North American Open Water Rowing Championship or an escorted row out of OWRC in a single or double (depending on what will be safe and fun). The winner was a woman from Texas who was getting her Level 3 USRA coaching certification and is working with women rowers in her club near Houston. She’s a flight attendant, so we’ll see her the next time her work brings her out this way.

Of course, USRowing being what it is, we were scheduled to give our presentation opposite Mike Teti, the coach of the 2004 Olympic Men’s Eight which won the Gold Medal. Attendance was small but enthusiastic. Dan Gorrarian (of the Narragansett Boat Club in Rhode Island) and I made the presentation together, and it was a lot of fun. He and I have different approaches to rowing and training and that made for a lively give-and-take about the sport and the flow of the com-

Open Water Rowing Center
85 Liberty Ship Way, No. 102
Sausalito, California 94965

tel: 415.332.1091
eml: owrc@owrc.com
news: owrnews@comcast.net
web: www.owrc.com



An Update from the Water Winter 2008



Rolando Rosler

Convention, continued

mentary was pretty extemporaneous. Dan and a doubles partner have won the 40+ Head of the Charles doubles event for several years, and he's successful in open water races as well, winning the first North American Open Water Rowing Championship in Seattle in 2006. He visited us a few months ago, and rowed around Angel Island with some OWRC members.

We had handouts from all our sponsors and encouraged people to investigate open water venues around the country and try the various open water boats. We gave a number of OWRC flyers to Marlene Royle who coaches at the Florida Rowing Center where Gordon Hamilton is also coaching this winter.

Going to the convention was a great thing to do. The event draws lots of young rowers who have finished rowing at college and are moving on to coaching. It's tricky to convince them that open water rowing is a good way to continue the sport, but planting the seeds is important. After our presentation, one young woman came up and said that she felt like she'd found her new sport. She's coaching at UC Davis, so she's right in the neighborhood. And it's good to let the rowing know community that this part of the sport exists.

There is a new organization called IROW (International Recreational and Open Water Rowing Association) that is the outgrowth of the old Alden Rowing Association. They're interested in having a west coast chapter and I've begun conversations with them about what that would entail. There's a website and a newsletter and some "official" events – regattas, tours, and social gatherings. This might be a good way to get more national recognition for OWRC.

These events are all about networking and with that in mind, I shared a room with three women I hadn't known before, from various parts of the country and with varied interests in rowing. This proved an interesting opportunity to make new connections.

Our sponsors were OWRC, Maas Boat Company, Peinert Boatworks, Echo Rowing Shells, Little River Marine and IRow. Thanks for the support of OWRC for this adventure. It's fun to spread the word about what we do.



An Update from the Water
Winter 2008

Around the boathouse

Row Buds

If you're looking for a rowing buddy, check with OWR staff. They will be able to match you up with scullers of similar ability and who also row at the same hour you do.

Coaching

Ongoing Wednesday Technique Clinics with Chris Dadd at 7:30am during the week.

Rowing Safety

It is suggested that you row with your cell phone, should you wish to row alone and yet have the security of knowing help could be summoned when needed. Program in the Marin County Sheriff's emergency number (415.479.2311); they will be able to summon the Coast Guard in an emergency.

OWR Regatta

This year's regatta will be held on Sunday, April 20th. Race prep clinics will begin in February. Contact the boathouse for further information,

Winter Boathouse Hours

During the coming months, the boathouse will be open:
Weekends: October – April, 7:30 am to 1:30 pm
Weekdays: October – April, 7:00 am to 1:30 pm

NA Championships

July 26, 2008 is the North American Open Water Rowing Championships and OWRC is helping to present the race. Doug Kidder of Maas Boat Company is the race director and has called a meeting in January to get local clubs together to delegate race day assignments; Dan Alexander will be there to represent OWRC.

Audubon Sanctuary

The bird sanctuary (located between Strawberry Channel and the Tiburon shore) remains closed until April 1st.

Private Shell Insurance

For a nominal annual fee, rowers are able to insure their shells against damage or loss. For further information, contact Barbara Newhouse at State Farm Insurance in Sausalito, 415.383.3888.

Open Water Rowing Center
85 Liberty Ship Way, No. 102
Sausalito, California 94965

