

THE PULL HARD

A Washington State University Men's Crew Publication

Welcome Help From the RHA, By Peter Brevick, Commodore

Cool Happenings:

- Cougar Crew upsets Oregon State at Portland LOOP
- Crew receives funding to send extra boat to WIRAs
- New oars, new vans and new docks on page 6

As most of you know, our team joined the Western Intercollegiate Rowing Association (WIRA) conference in the fall of 2004. We joined this conference as a way to gain competition possibilities against similarly sized teams. The WIRA conference is comprised of 27 men's crew teams, with a championship regatta held each spring at Lake Natoma.

A difficulty with this regatta is that it falls on the weekend before finals week for our students. Because of this timing it is not feasible to drive to the race like we do with the Pac-10 Championships, which occur after school is out. Since the team already has one event requiring air travel, the San Diego Crew Classic, this places a significant strain on the crew's travel budget.

On of the advantages of this regatta is



More boats means more chances at WIRA trophies.

the availability of races for boats beyond the usual V8, JV8, and N8 lineup offered at other regattas. Be-

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Falcon 4-Miler; OSU Upset Highlight Cougar Crew 2005 Fall Racing, By Karl Huhta, Publisher

At the end of the Fall Head Racing season, Cougar Crew went into Winter Training this year with a lot of motivation for the spring. The Crew began training coming off of a solid fall all around, competing in five head race regattas. Two of these regattas, the Falcon Fremont 4-Miler in Seattle and the Portland LOOP Regatta in Portland, Oregon, were new to the current oarsman. The 4-Miler was raced this year in place of the usual Head of the Silcox. Being the new Crew in these regattas, the Cougars made their impressions felt.

A week after the opening races of the Head of the Spokane, the Cougars traveled west to Seattle for the Falcon 4-Miler Regatta. WSU entered at least one boat in five different events with a boat finishing in the top three

spots in each. The top 8+ fell to MBC by 1.95 seconds after disputed officiating with an unmarked start line. The 8+ began the race in position #1 and went across the start still building to top speed, not aware of the actual location of the start line. After the 8+ crossed the start line, the officials realized they had not posted the start line flags, and immediately did so after the Cougars had passed by. All other boats had the benefit of the clearly marked start. Head Coach Arthur Ericsson said that this foul up cost the 8+ at least ten seconds.

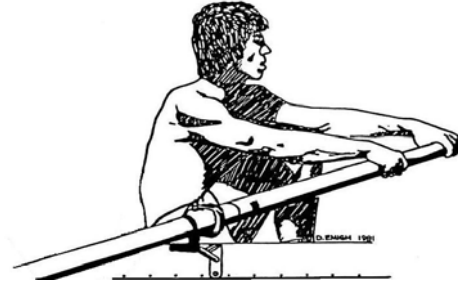
Determined to prove their strength, the Cougars went out and placed well in all other events, with the top Novice 8+ taking first and second Novice 8+

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CLASS DAY 2006!!!

Saturday March 18th

The current coaches, oarsmen, coxswains and friends of Cougar Crew would like to invite you to Class Day 2006! We will be holding the traditional Class Day races and we are hoping for alumni to race some 500-meter sprints as well. If you are coming from out of town, please call the award winning Holiday Inn Express (509-334-4437) and let them know you are with WSU Men's Crew to get the special crew rate, as well as room next to fellow alumni. We look forward to seeing you there!



Varsity Spotlight; Peter Brevick, By Arthur Ericsson, Head Coach

Is Pete really that excited about Tables & Chairs, or is it just an act? Would he be a better cyclist or rower? Is his yo-yo a metaphor for life? Look for these answers and more in this Varsity Spotlight.

Pete has lived his entire life in Fall City, WA, and is currently a senior majoring in Mechanical Engineering. The second son in a family of seven kids, he is no stranger to hard work or competitive sports. He came to college with a background in competitive cycling: road and track racing. When he arrived at WSU there were two athletic paths in front of him, one familiar and one untested. His older brother Danny was already one year into Cougar rowing, and so this opportunity was somewhat enticing. His test ride with the WSU cycling team did not measure up to the training standards of his former pro cycling team, so it was blistered hands instead of blistered

With his high level of fitness and athletic discipline, it did not take long for Pete to make a strong impression on the crew coaches at WSU. "On the erg, the strongest guy wins. Pacing and going hard, that I knew from cycling, it was just doing it in a different way." Before the last headrace of his freshman year, Pete was drafted into the varsity 8. But not before his novice coach, Ryan Herrington, had made a strong impression on him. Having a coach who was stronger than Pete himself was part of the appeal, "he was tough and knowledgeable." Pete's freshman year was quite memorable. It brought the coldest days in his four years of rowing, and aligned him with some stellar fellow classmates who would accompany Pete through all four years of rowing. "Things were lean back then. The novice became the JV, and we were still one rower short, so our coxswain filled in as our 8th man." And by the end of his first year, Pete was representing WSU at the IRA's in the men's 4+.

His leadership with Cougar Crew became official during his first summer. "Some old lady asked me when we'd have the Pull Hard again, so I resurrected it." His efforts as the Publisher working alongside the other team officers soon lead him to offi-

cially become an officer, and finally to his election as Commodore for his senior year. What is most important to Pete as Commodore is to instill an appreciation for the team's history. "I want to educate them on how much this team has done, and how it will only continue to happen if they make it happen. The members of our team must be proactive. Its work and effort. If you drop a second off your 2k, it helps the team go faster. If you put the work in as an officer, it helps the team go faster."

"Each season you get a handful of rows that stand out; where the run was really good or the set was rock solid." Pete remembers each of these rows and would like to bring that caliber of oarsmanship to this year's IRA's. "I want to remind people that WSU can still make fast boats." When asked who his role model might be Pete said, "Everyone on the team is. Each person can do something better than you." When asked if he saw himself rowing after graduating, "I've been thinking about that a lot. I don't know what's the stronger tie, the rowing or the team." One thing for sure, if he's ever in town during future Tables and Chairs, it is unlikely that any active rower will be able to match his speed and fanaticism for the task at hand. ▲



Commodore Peter Brevick

Portland LOOP: A Day No One In The Varsity 8+ Will Ever Forget

By Julia Anderson, Varsity Coxswain

It was a cold, rainy morning on November 5th and the team was just arriving to the race course. The coxswains and coach were done with the meeting and I was putting more layers on to stay warm. As usual we got our boats off the trailer and we started to rig. It was at that moment what I looked around for the box with the bolts for the *Struckmeyer II* and seat pad for the bow-loader. I looked in the trailer where I had put the box the day before, but it was not there. A sinking feeling came over me as I walked back over to where the boats were to ask the rowers if they had taken the box out of the trailer.

The answers I got were not what I was looking for and the sinking feeling became greater. Next I found Coach Arthur to ask him and he did not know anything either. So, we had traveled from Pullman to Portland and were not able to rig our boat. I then found Ginny Bradley, former novice coach now coaching in Portland, explained our situation and asked if she had any bolts, nuts and washers. Of course she pulled though and found some bolts. Coach then asked Oregon State University and University of Washington if they had any bolts, nuts or washers that we could borrow. Thank you to our fellow Pac-10 schools for coming though and lending us the rest of the hardware needed. While Coach was finding bolts and nuts for us, I remained calm on the outside but I was panicking inside. I just kept moving and keeping the rowers busy rigging the boat. It was a close call but we finished rigging the boat in time to go hands on. As for the bow-loader seat pad, coxswain Katie Bohnet had to use orange life jackets and after the race she said it worked fine.

I was relaxed, as much as one can be before a race, and we were waiting in the long line to launch. We got

onto the water and began to warm up when, from two seat, Chris Seaman shouted to me that his foot stretcher was missing a wing nut. Of course I did not have an extra one in my coxswain bag so he managed to warm up with only one wing nut. It seemed like forever to get up to the start line and the time on my watch was getting closer and closer to our start time. I just kept us moving up the river and tried to remain clam. Finally, I could see the start line.

We rowed past the starting stage because I knew the current would move us towards the start line. The next thing I know, Sean Martin in six seat is yelling to me that his rigger was missing a nut and washers. Now I know they were there when we launched, so some time between launching and getting to the start line they had fallen off. I was starting to panic again on top of being worried about missing our race. Some one else in the boat came up with the idea to take a nut off of the foot stretcher as there are some located in between the shoes. I passed back a wrench and that solved this problem. Then Chris told me his feet were not going to hold on for much longer. Again a nut was taken off between the shoes and Chris was able to have stable stretchers again. The problems were solved but I was not sure if there was enough time for them to be completed. Chris finished his adjustments but Sean was having more difficulties. He had more than one nut loose on his rigger. The starter had called for the first boat to cross the line. It was UW A, then was OSU A, UW B and OSU B. Sean was still working on his rigger and the panic was increasing in me and in the boat. We were seventh to race so I knew we had a little time to play with. The official's boat called out to

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Fall Racing Recap, *continued from page 1*

finishing in a close third. The Lightweight 4+ finished in a close second, and the top Open 4+ blistered the competition to a first place finish by over 47 seconds. The Novice 4+ raced well to a third place finish. Although a bit bitter from the varsity 8+ race, the spirits of the Cougar Crew were extremely high as they left Seattle and headed back to the Palouse.

Four days later the Cougs returned to the Snake for a mid-week race against rival Gonzaga in the Head of the Snake. The varsity race began as planned, but with a cox box power failure and a wide turn moving into the home stretch, the Cougars fell behind. The other Cougar boats raced hard, but the misfortune of the varsity 8+ seemed to resonate through the Crew as a whole. The Varsity vowed to redeem themselves three days later when they were to travel to Portland to compete in the Portland LOOP Regatta.

You can read an account of that morning's events in varsity coxswain Julia Anderson's article on page 3, but as the race itself is concerned, the Varsity 8+ walked through three boats as

Julia carved up the race course like a hot knife through butter en route to a third place finish overall, finishing only behind Washington's varsity and JV boats. But more importantly was the eight's defeating of three Oregon State boats, including walking through the Oregon State B-boat with 1,000 meters to go. "That was the best coxed race I've ever experienced," said Commodore Peter Brevick. The team was elated, and the upset of Oregon State made the long, rainy van ride back to Pullman much more pleasant.

The following weekend the Crew headed to Seattle again for Head of the Lake. The varsity 8+ felt good about closing the margin on Gonzaga, but know they could have had a better race. Cougar Crew headed into winter training with a sense of accomplishment and determination for the spring. Knowing their capabilities, the Cougars look forward to opening some eyes come spring racing. ▲

Fall 2005 Race Finishes

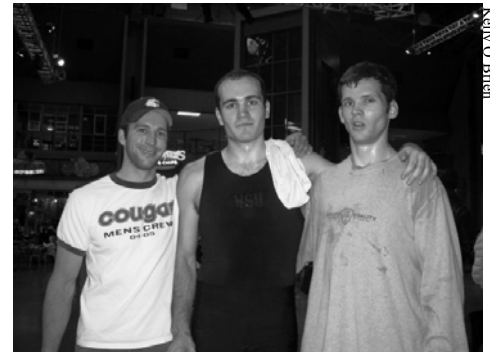
<u>Head of the Spokane</u>	<u>Falcon 4-Miler Regatta</u>	<u>Head of the Snake</u>
V8+ - 2nd place	Open8+ - 2nd place	V8+ - 2nd place
N8+A - 2nd place	N8+A - 1st place	N8+A - 2nd place
N8+B - 5th place	N8+B - 3rd place	N8+B - 2nd place
V4+ - 2nd place	Open4+A - 1st place	N8+C - 2nd place
<u>Portland LOOP Regatta</u>	Open4+B - 7th place	V4+ - 2nd place
V8+ - 3rd place	Open4+C - 10th place	<u>Head of the Lake</u>
Open4+ - 1st place	Lightweight 4+ - 2nd place	V8+ - 7th place
	N4+ - 3rd place	V4+ - 10th place

For complete race results, visit www.cougarcrew.com



(Left) The Varsity8+ down the home stretch at Head of the Lake in Seattle, WA.

(Right) Oarsmen David Worley (center) and Commodore Peter Brevick (right) gather their breath after competing at Ergomania. They are accompanied by 2003-2005 Commodore Danny Brevick.



Spring 2006 Race Schedule (*mark your calendar!!!*)

CLASS DAY - March 18th - Wawawai Landing, Pullman, WA

Daffodil Cup - March 25 - American Lake, Tacoma, WA

San Diego Crew Classic - April 1-2 - Mission Bay, San Diego, CA

Husky Invitational - April 1 - Montlake Cut, Seattle, WA
(*those not going to the San Diego Crew Classic*)

WSU vs. UW Dual - April 8 - Montlake Cut, Seattle, WA

Fawley Cup - April 15 - Snake River, Pullman, WA

WIRA Championships - April 29-30 - Lake Natoma, Sacramento, CA

PCRCs and Pac-10 Championships - May 13-14 - Lake Natoma, Sacramento, CA

IRA National Championships - June 1-3 - Cooper River, Camden, NJ

Editor's Thoughts And Comments, By Karl Huhta, Publisher

Greetings friends of Cougar Crew! Hopefully this past fall has been treating everyone well, and as the winter begins to wind its way down, it also does you all well. The past fall was a real treat for the Crew and the winter has not been an exception.

The head racing in the fall rewarded some great efforts to both the varsity and novice squads, which bodes well for the spring. As you have read earlier in this issue, the experiences from the new races from this fall were filled with many memorable moments. And with the hard work all team members have put forth during winter training, the team is filled with an excited buzz for the Spring.

For me, winter training overall has been extremely successful and gone by rather quickly. Although the workouts may be somewhat daunting at times, I would like to extend a thumbs up to all the rowers, especially the novice who have been joining the varsity for our morning stadium workouts, for performing through this icy off-season. Everyone is getting stronger, erg times are going down, and our potential is rising every day.

As the spring race season grows nearer, you hear the varsity oarsmen beginning to talk of what races they are looking forward to competing in the most and how much fun past races have been. For the novice, their first spring season may have

them currently in uneasy state, unsure of what it holds for them. I know that last spring I found myself feeling this way before all the great things the spring season showed what it has to offer. Namely, **Class Day**.

Class Day 2005 truly opened my eyes to everything this program has been and everything it can be, and I hope that after **Class Day 2006**, everyone new to Cougar Crew will feel the same way.

Spring is fantastic time of year, and spring for Cougar Crew means working hard, going fast and having tons of fun. Memories are made in the spring that will last a lifetime, and as we continue to add memories, I want to encourage those who have rowed for Cougar Crew to come to Class Day and share your memories, as well as relive some with the current Cougar oarsmen. I hope to see you at Class Day 2006! ▲

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Novice Spotlight; Meet Andrew Winters, By Mike Dostal, Novice Coach

With the winter drawing to a close in Pullman, the Novice team has once again ventured out of the erg room and back onto the river. That is not to say we have spent the last three months exclusively on the erg although I have tried my best. In fact, since closing up the Boat House at the end of November we have certainly supplemented many of our erg and weights sessions with some interesting workouts. Many of these, I would like to credit to our Head Coach Arthur Ericsson. To gain a better team togetherness, the novice team has joined the varsity in some morning workouts. Whilst late in 2005 the teams shared some fun sessions including games of tag football, capture the flag and tug-of-war, early 2006 has been witness to workouts of the ilk of stadium stairs, erg duals and running The Grade. Those are, at least, the sessions that stood out to me. However, novice rower Andy Winters remembers it slightly differently.

Andrew, born and bred in Richland, WA has been with the novice team from the first week of the fall semester. When asked about the winter training he states: "I only remember the 16km ergs and the 1 hr runs...and maybe a capture the flag game with the varsity." Some of his favorite water sessions have been rowing in the 4+. He enjoys challenging the eight in the smaller boat and says the feeling of moving the four well and hearing the water rushing underneath the hull is great.

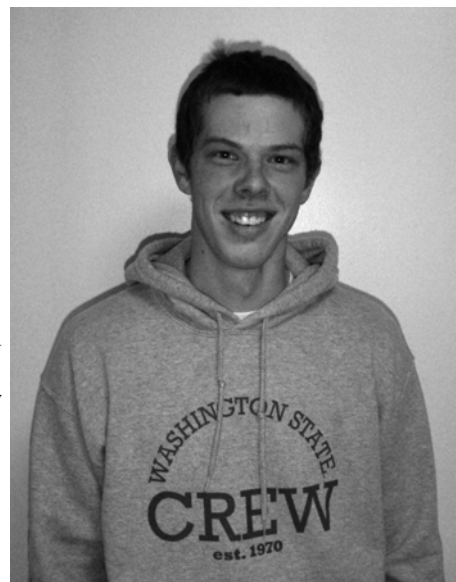
Andrew came to WSU partly because his brother was at school here and also because he likes the small town atmosphere in Pullman. He is in his freshman year beginning his studies toward a major in Mathematics with a particular interest in calculus. Andy's sense of humor is something too that keeps things light with the team. On the eve of our first spring Rent-a-Rower, Andrew is looking forward to getting involved. He says "the people we work for are really friendly and are always interested in how our rowing and studying are going." More im-

portantly, "they provide food and drinks as you work."

However, it is the racing that Andrew is looking forward to the most; lining up against rival teams knowing they have worked hard to be where they are and knowing they will be doing everything they can to try to beat WSU. As important to Andrew as the racing is the opportunity to travel the West Coast with his friends, have a good time and experience new opportunities.

Since hitting the water again Andrew notices dramatic improvement in the team and thinks they have picked up well from where they left off in the fall. And with the addition of some new novice rowers in the winter, Andrew, echoing the rest of the team's thoughts, wants to welcome the guys. He believes their enthusiasm and fresh look at the team has helped him remember not only some of the basic technical points but also how excited he is to be part of the squad. To sum up, Andrew wants to pass this message onto the team: "let's get out there and show everyone what a true Novice team can do."

We are all looking forward to the season ahead and the support of everyone involved with Cougar Crew. ▲



Novice oarsman Andy Winters

News And Notes From The Cougar Crew, By contributing sources

Worley Eyes sub-6:00 2k

Senior David Worley stepped off his erg at Ergomania 2006 and said to himself, "I can go faster." David had just pulled a 6:09.3 2k, winning him 1st place in the collegiate category, as well as making him only the fourth rower to pull under a 6:10.0 2k in Cougar Crew history.

Although David aims to break the current erg record of 6:07.2 set by Tymon Berger in 1997, he has a much higher goal. To break the 6-minute barrier. "Although sub-6 minutes is my erg goal," David said, "I'll do whatever I can to help make the boat go faster." Since Ergomania, David has pulled a 6:08.6 2k, putting him in third place all-time. We'll keep you posted.

(the entire top erg score list can be found on www.cougarcrew.com)

New Van Policy; New Van Adventures

Due to a recent accident involving the University of Utah and a 15 passenger van the WSU administration has implemented a plan to eliminate all University use of 15 passenger vans. The motivation comes from the "increased rollover risk associated with high capacity van travel."

While it is being implemented across the entire University system, these rules will have a pronounced effect on the team. Currently owning three 15 passenger vans, all will be outlawed for travel within the next few months. For the short term the team is looking at a combination of UREC daily van rentals coupled with long term leases through Motor pool and the team's remaining Suburban.

New Docks Installed at Wawawai

New plastic docks have been put in place of the wooden docks down at Wawawai Landing. The durable "rotomolded polyethylene composite" docks, made by EZ Dock, will last much longer than wood docks and are much easier to maintain, as well as being much more attractive. The docks' height can be adjusted by adding or removing water from the inside of the dock blocks. They have replaced all three docks: for the shells, the launches and the public boat launch.

Crew Purchases New Oars

The Cougar Crew has purchased a set of 10, new Concept 2 Dreissigacker oars. The oars consist of Smoothie blades, designed with a specialized flow of water across the face of the blade, along with the Ultralight shaft which are made completely of carbon fiber, making them 25% lighter than the original Concept 2 oars.

The oars run for about \$230 each and are expected to arrive in Pullman in mid to late March. Soon after their arrival, the oars will be prepped and painted for competition in crimson with the infamous black chevron and gray accent. *(below)* "Cougar Crew blades are the finest looking blades in the Nation", says Commodore Peter Bre- vick. We whole heartedly agree.

"I can go faster."

-David Worley after winning Ergomania 2006



Ginny Bradley

The Novice 8+ at the SDCC with such oars in hand.

Palouse Indoor Erg Challenge

The morning of January 21st, 2006 was like the days of old when men's crew joined with the women's rowing team for the 1st Annual Palouse Indoor Erg Challenge. The two teams joined together in Smith Gym to pull two 2,000-meter pieces. About 30 ergs were lined up for the races, and the men and women alternated every other erg for their pieces. Many personal bests were set by both teams at the Palouse Indoor Challenge, which is planned on becoming an annual event.

Decade Flashback!

1976

More information needed! If you know of any late 1970s note worthy events, send them via e-mail to Karl Huhta at finnishfury@hotmail.com

1986

Cougar Crew is invited by the Turkish Rowing Federation to race in a summer regatta in Istanbul. The team was offered room and board, a shell and oars for the regatta. Cougar Crew was to be the United States representative racing crews from Oxford, Cambridge and Bogazici University.

1996

The Novice 8+ won at the Head of the Spokane on October 29th 1996. The results were: WSU-A, Gonzaga-C, WSU-C, Gonzaga-A, WSU-B, Gonzaga-B.

Portland LOOP, *continued from page 3*

me and asked if we were going to be able to race. I yelled back a big and determined "YES!". I was not going to travel 352 miles, get all the way to the start line and have to miss the race.

I told Sean to let me know when he was done and to just put the wrench in the bottom of the boat. The starter called for UP to go and then it was us. Time was getting closer and Sean was not done yet. We began our row to the start line with only bow four! Then Sean gave me the word and we took off. The official told me to go just seconds before Sean was done. My adrenaline was going and my nerves took me over. The rowers were feeling the same way as me and after we crossed the line we were a mess. Coach had told us we needed to relax and focus on the race in order to be competitive. Well our minds and emotions were all over the place. I called a 10 to relax and get focused into the race. After this the rowers and I were ready to attack the race course with confidence.

In a few minutes, we had caught up to UP and walked through them. We had started farther back than we should have and it took a while before I could see PSU. We were coming up on a sweeping turn and then followed by a sharp turn. I told the guys we needed to pass PSU and get the inside lane for the sharp turn. The guys surged but PSU was not moving out of the way, so I yelled out to the coxswain. He veered right and yielded the race course to us. With this boat out of our way we took the sharp turn as close as possible. During the middle of the turn I remember we were told during the meeting not to get too close because it was a little shallow. It was too late to change anything but I do have to say this was the best turn I have ever made in my coxing career.

When we came out of the turn I could see OSU but I was not sure which boat it was. OSU had three boats in our race and with all of the confusion at the start I was not

able to determine which boat was which. In the next sweeping turn we caught up with the OSU boat. During the home stretch we were able to pass this OSU boat but it was not as easy as passing PSU. OSU put up a big fight and our two boats were racing side-by-side for quite some time. We stayed strong and took OSU seat-by-seat. After we had open water they started to come back in the last 100 meters of the race. The rowers were giving it everything they had and we finished in front of OSU by about one seat of open water. Tired and relieved, the race was over so we began to cool down. We got turned and headed to shore not knowing how we placed. I told the guys we finished at least fourth place. After getting back to the slings and de-rigging the boat, separating the bolts, nuts and washers, we returned them to the teams we had borrowed them from. The boats were put back on the trailer and we visited a little with family that had come to watch us race.

The results were taking longer than anticipated and we had a long drive back to Pullman. Ginny told us she would call us with the results as soon as they were posted. We all piled into the vans wet, tired and hungry. After getting on the road for a little bit we stopped at a Safeway to get something to eat. Peter Brevick then got the call from Ginny in the Safeway parking lot. He was very calm on the phone and after hanging up he had the entire van asking what she told him. Peter then told us we got third! We placed behind the two UW boats and beat OSU! Although we never found out what happened to the rigging equipment, the news was a great ending to an unusually eventful day of racing and we were all smiles walking around Safeway and on the way home. ▲

Welcome Help From The RHA, *continued from page 1*

cause of the option of racing more members of the team, many of those being novice teammates, the officers decided to approach the WSU Residence Hall Association for additional funding to help send the team to WIRA's. For the funding presentation



The 2005 LWT4+ bronze medalists. The first WSU boat to ever win WIRA medals.

the entire team was present for moral support, while Publisher Karl Huhta, novice oarsman Steve Weiler and I made the presentation. After the presentation, which went very

well, we had to wait for the next RHA meeting to find out if we had received the funding.

Two weeks later at the next meeting, the RHA granted us our full request of nearly \$5,000 in order to send another 8+ to WIRA's. We are very grateful for their assistance and we are also pleased with the information Charlie Remington was able to provide the RHA in our written proposal. Details like 7 out of 15 fall weekends spent fundraising; the team's fundraising of nearly 80% of our budget and the upstanding men and women that make up this team. It is information like this that makes it such an honor to be a part of, and help lead, WSU Men's Crew. ▲

The Pull Hard

Washington State University Men's Crew Newsletter

Check out our web site at:
<http://www.cougarcrew.com>

Winter Work Brings Spring Success, By Luke Jones, Historian

Cougar Crew will be lining up against some of the fiercest competition on the West Coast this spring. They will be ready. The oarsmen that will represent Washington State University at WIRAs and PAC-10s make up a very different crew than the one that came off the water last November. Hours of erging, swimming, cycling, running and weight lifting have made the Cougars ready for whatever comes their way.

See, winter training is a period that is often overlooked, because people think there aren't any races during the winter. This is wrong. There are races on the erg, there are races in the pool, there are races up and down (and up and down, and up and down) the icy stairs of Martin Stadium. There are races to the top of snow-covered hills while doing lunges with a teammate on your back. Winter training can make or break a crew, and WSU Men's Crew has just the driven athletes and coaches to take full advantage of this time.

Even when the rowers left campus for Christmas break, they took a full weight-lifting and erging schedule with them. And, of course, they did have a half marathon (that's 21,097 meters) erg test when they got back. Head coach Arthur Ericsson is a firm believer in cross-training, so on any given day rowers could be found riding on exercise bikes, swimming in the pools, or running the hilly roads of the Palouse. Arthur is also a firm believer in putting in lots of meters, and the millions of meters that the rowers have pulled over the



Winter intensity at the 1st Annual Palouse Indoor Erg Challenge. Rowers Sean Martin, Pat Pursley and Chris Seaman (L to R), in the sprint of their last erg piece, are cheered on by teammates.

course of winter training can have nothing but a good effect on the strength of the team. The amount of work put in by everyone on the crew is overwhelming, and it will allow the Cougars to hit the spring season in the best fitness possible. ▲