



MAKING WAVES

The LWRC Quarterly

Vol. 11, No. 2
June 2025

In this issue:

[Remembering Bill Bowden,](#)
[page 5](#)

[Learning to Row, page 7](#)

[Opening Day, page 12](#)

[Pocock documentary,](#)
[page 14](#)

A Double-edged Sword: The Desire to Win

Wrestling the Ambition Gremlin at Squaxin Island



*Our quad approaches the start line, balancing chatting with other crews and getting ready to race. From stroke to bow: **Kelton Jenkins, Carson Hayes, Rainer Storb, and Cody Jenkins.***

(All photos Michael Lampi)

April 5, 2025 The horn gives three quick blasts. Five minutes to start. We point toward Squaxin Island and begin our creep to the start line. “It’s a beautiful day for a record,” a man in a kayak teases. We laugh it off graciously and wish him good luck. Chatting at the start line is a time-honored tradition of the Sound Rowers races and one of the reasons they are so fun. However, today I am nervous. The many obstacles we overcame to simply get to the race fill me with a compulsive need to not just win but also to set a record. The con-

viction was so strong that it had kept me awake the night before. Now I sit in bow seat, feeling sleep-deprived and short of breath. I acknowledge the desire as I would a familiar, if obnoxious, friend. “Chest up!” I say. “Blades squared and buried.” Our stroke, **Kelton Jenkins**, squares his blades, and everyone else does the same. *Control what you can, let the rest go*, I think to myself.

A short horn sounds: one minute to start. **Carson Hayes** sits patiently behind Kelton in three seat, perfect-

ly matching him in blade depth and oar angle. We will do our best to match up with each other for the next hour and a half. Three weeks prior, I was bedridden with COVID. Although exhaustion prevented me from rowing until a week ago, I was determined to prove that my life force remained as vigorous as ever. Yet even as I promised my crew I'd

"I was determined to prove that my life force remained as vigorous as ever."

be ready on race day, a practice row had seen the steering shoe accidentally ripped clean off. Only through the benevolence of **John Titus**, who had rushed back from the San Diego Crew Classic, were we able to purchase and install a replacement. The installation turned out to be extremely challenging, requiring the finesse and wherewithal that could be summoned only by **Karolin Neubert**, who as LWRC's Boathouse Operations Execu-

tive has become quite adept at fixing things.

The gun goes off, interrupting my thoughts. *"Pry! We're off!"* I shout as we drive our beloved *Beluga* forward with nearly 30 other vessels of every variety in hot pursuit. I check our course over my shoulder

and adjust the shoe. With only 500 meters down in a 13-mile race, I can already tell it will require maximal effort from all four of us to break the record. The steering is going to be tight.

Our 2 seat, **Rainer Storb** (who has been participating in these races since their inception nearly 30 years ago), calls for another course check, so I steal a peek over my shoulder. As I start to make the adjustment, the *steering shoe falls completely off the footplate*. I have only a pair of loose cables keeping my right leg attached to the boat and—even worse—no reliable way to steer.

Ohhhhhhhh, shhhhhhhh ...

A thousand thoughts fire off in my mind, all at once. *That's it! Next year! We gave it a good run!* I exhale and experimentally lift my leg and set the shoe on the footplate. It slips off. I patiently reposition and point the shoe to the left, then the right. I shout to the crew:



Above: Squaxin Island long and short courses. We rowed the long course. Left: The shoe had been damaged during practice.



“A giant wave rolls across the boat.”

Our quad emerging from a giant, boat-stopping wake and headed for the finish line.

“We’re 2,000 meters in!” A moment of truth—what do I say? My crew needs leadership. They need to know they are safe and that I am in control. *Welcome to the big leagues, kiddo*, I think to myself. My foot flies free of the footplate again, and our boat drifts dangerously off course. “Head toward the island!” Rainer calls from 2 seat, unaware of our equipment failure. The boat catches even the slightest eddy and dips below record pace. I reposition my foot on the plate and tweak the toe ever so slightly toward Squaxin Island. “Roger! All oars, with the legs now. Give me 20 to send the boat!” We all feel the *Beluga* rejoice as she leaps forward across the waves. So it goes for the next 80 minutes: I hold my foot to the plate and subtly maneuver the toe as needed.

As we come around the island nearly 18,000 meters later, the final stretch comes into view. “I see the buoy, we’ve got 2,000 to go, let’s pick the rate up two beats!” My crew responds. But then a yacht appears, making a turn and coming between us and the finish line. *This is going to be wet*, I think to myself. “A little wake here!” I call to my crew. A giant wave rolls across the bow, soaking every oarsman in the boat. What’s worse, it brings the boat to an absolute standstill. I begin to panic as I watch my clock tick the seconds by. “All right—let’s get it back, boys! With the legs here!” Although the *Beluga* stops easily, she starts easily, too. We’re back on it, but I’m not sure it’ll be enough. We cross the finish line and the horn blows. I stop my stroke coach. It reads 1 hour and 29 minutes. I know

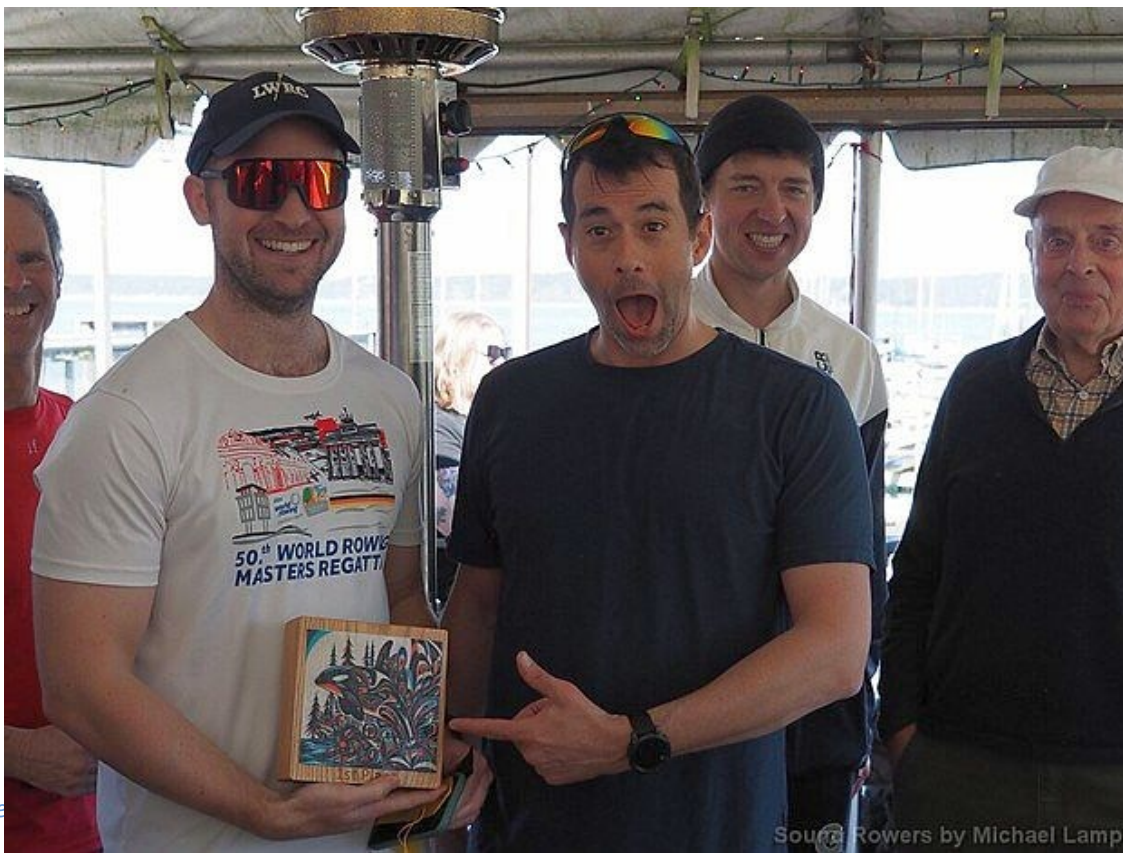
the record is 1 hour 28 something. It's in the hands of the official clock now. "Hey, we've got a little problem with the steering shoe," I say. I hear Kelton respond from stroke seat: "I was going to say something, but I figured there was something wrong, so I didn't." We all laugh. "You got it!" **Rod Sternagel**, the race director, calls from shore, "by 45 seconds!" We laugh again. That was so much work for 0.8% improvement, but we are all thrilled.

Rowing is a particularly useful sport for facing and overcoming obstacles, because so much depends on perfectly

mimicking your teammates. It is often said that focusing on controllables and process rather than on results and outcome is the only way to overcome performance anxiety. By vocalizing some things to focus on—such as keeping the chest up or pressing with the legs—each athlete in the boat is primed to act on things they can do to help rather than to ruminate on potentially negative outcomes. I hope this account inspires you to find success next time you are faced with adversity—whether on or off the water.

—Cody Jenkins

Awards. From left to right: Rod Sternagel (race director), Kelton Jenkins, Carson Hayes, Cody Jenkins, and Rainer Storb.



Rachel Wong: Head Coach at HNA

Long-time LWRC member **Rachel Wong** has been named Head Crew Coach and Program Director for Holy Names Academy, beginning in mid-June. From coaching junior and masters crews to serving as Executive Director of Renton Rowing Center, Rachel brings a wealth of experience to this position. Her appointment strengthens even further the ties between LWRC and HNA.

Remembering Bill Bowden

Lake Washington Rowing Club lost a dear friend on April 29 with the passing of member **Bill Bowden**. Bill and his wife **Sonja** have been part of LWRC since 2014, when they took Learn to Row together. Bill was a quick learner and embraced the sport fully, acquiring boats so they could row together from the Garfield boathouse.

Sonja shared with me that “Bill loved LWRC. He was quick to make friends everywhere. Members will remember him for his love of conversations, cheerful good nature, sense of humor, and knowledge-sharing. We always rowed out of Garfield. We came to love the friendships we made there and the rugged ambience. He loved everything about rowing. He loved the scenery and fresh air, the companionship, and the engineering aspects, such as rigging and modifications.”

Bill was a born engineer and volunteer. He always liked to design and fix things. As a result, he quickly embraced the role of Garfield’s head volunteer, leading work parties and finding creative solutions to fix things at Garfield. **KC Dietz** once said, “I just want to thank Bill for his volunteer service: dockmaster, dock-ramp

design, oversight of Garfield, and repairs here and there. Always willing to help or discuss options when we had engineering needs.”

Bill was a super volunteer, especially in the role of dockmaster for many major regattas over the years—including Head of the Lake and Opening Day. He loved using his big voice to guide the boats into the dock.

LWRC member **Sue Nelson** recalls working with Bill:



“The dockmaster is part traffic cop, part bee wrangler, part cat herder. Bill was a natural. He was not just terrific, he was extraordinary. He spent countless hours recruiting and coordinating volunteers to work local regattas on behalf of, and for the benefit of, LWRC. Always upbeat and cheerful—it was a joy to share the dock with Bill.

“When Bill told me that he was planning to replace our yellow dockmaster jackets with pink vests, I was skeptical. Pink?! It didn’t seem like a very official-sounding uniform. Dreading probable embarrassment, I dutifully donned the pink fleece that clear, sunny morning at Conibear. I was pleasantly surprised at the overwhelmingly positive feedback from rowers and coaches alike. The pink vests stood out and made us

clearly visible. Well done, Bill!

"I can count on one hand—with fingers left over—the number of people who truly understand the responsibility and are able to effectively lead our ever-changing crew of dockmasters. You don't really think about it until you have to check all the boxes: bow balls, bow numbers, heel tie-downs. Launching and landing, traffic patterns. Safety, clarity, firmness. All with a smile. Without Bill, I sadly have one more finger left over."

Bill grew up in Missouri and Ohio and moved to the Seattle area in 1991 to work for Boeing. Shortly thereafter, he met Sonja on the Interurban Trail in Kent, where she was fixing a flat tire. In typical fashion, he offered to help. Sonja told me:

"Bill and I did everything together. We were inseparable from the time we met. We were both animal lovers, vegans, and politically on the same page. Bill helped me learn photography, which I dearly love. He was a man of many talents who loved to talk to everyone, including strangers. He had rheumatic fever as a child. We are not certain, but despite his athleticism and all the things he accomplished in life, there is some question as to how strong his heart was. All I know is that his emotional heart was always in the right place, giving himself to others and taking good care of me."

Bill will be greatly missed.

Wishing you peace and calm waters, Bill.

—Carolyn Fletcher

Harbor Patrol 206-684-4071

Also on the bulletin board in the boathouse

Want to Know More about George Y. Pocock?

Of the over 500 people who are in the National Rowing Foundation's Hall of Fame, there are just two listed as boatbuilders:

George Y. Pocock and his son **Stan**.

"How did he get in there?" George chuckled when asked about his own induction in a 1966 television interview.

That KCTS interview is widely available. Perhaps the best place to watch it (without clutter) is on the website of the American Archive of Public Broadcasting—just search "[Pocock](#)" from its home page.

Researchers discover a bounty of firsthand accounts of his life, including one written in longhand by George himself in the early 1970s. Seattle rowing historian **Al Mackenzie** has transcribed George's "Memories," along with comments by Stan, in a book he hopes to publish this year. It includes newspaper and magazine stories written about George over many decades, along with great photos. (You'll find a copy in LWRC's members' lounge.)

"Memories" was the primary source for Gordon Newell's 1987 book about George, *Ready All!* (It's in the members' lounge, too). Stan Pocock's *Way Enough!*, published in 2000, contains many recollections about his father. (It is now sold as a rare book—currently listed at \$895!)

YouTube is home to many videos about George, many of which coincided with the release of the movie "The Boys in the Boat." You'll find material about George on [HistoryLink](#), at the Museum of Flight at Boeing Field, at MOHAI, and within the archives of the Seattle Times and the Seattle P-I. Early next year, you'll get to see a new movie about George—"Sultans of Speed," produced by Seattle's Museum of History and Industry (MOHAI). And, in the not-so-distant future, you will be able to visit the Pocock shop at the renovated ASUW Shell House at the University of Washington, at the eastern entrance to the Montlake Cut.

—Rick Olson

Read more about George Pocock in Rick's [recent article](#) about the Boeing-Pocock collaboration.



Sam Culliton:

On the Fast Track

I've been erging alone on and off since 2014, in spurts, with no real structure or goals. I always liked the physical challenge of it, but it wasn't until this past year that rowing became something much more for me.

It all started when **Tyler Peterson** took me out in a double last May and introduced me to the boathouse. That simple outing opened a door I'd been circling for a long time. I knew then that I wanted to learn to row on the water. The Learn to Row class was full, but I was determined. **Kendal Swinski** made it happen by setting me up with three private lessons with **Andy Rees**. After a last-minute flip test, I had met the requirements to row on my own.

Joining the Learn to Row 2 class with **Elizabeth Burke** helped me build confidence, and I joined **Rob Foreman's** strength-training class in the interest of improving performance while reducing the risk of injury. Within ten weeks of my first class with Andy, I was rowing regularly across Lake Washington, along SR 520; it became my morning routine.



Left: Sam on a January row Right: Matthew finds serenity on Lake Union.

Matthew Grodzins:

One Stroke at a Time

Five years ago, I moved to North Queen Anne, just a few blocks up the hill from the Fremont Bridge. In those first few years, I often found myself stopped mid-span while crossing the bridge, admiring with some envy the scullers and sweepers that went up and down the Ship Canal. Having already passed my sixtieth birthday, I had few hopes that I might ever join them. Then one day, while walking my dogs over to Gas Works Park, I went past the boathouse, as I had many times before. But this time, I noticed a large QR code on a sandwich-board sign that warned drivers to slow down for rowers. Beneath the QR code were three words: *Learn to Row*.

I got home and talked to my wife Heidi about it, and (as per usual when I floated any idea that had obvious benefits), she encouraged me to pursue it. It was September; the days were growing shorter and colder, but that did not deter me. I signed up that day for Learn to Row 1 (LTR1) and within a week was taking my first class.

Karolin Neubert was my instructor. Everything clicked.

"It challenged me in a way that I've rarely experienced."



One Saturday, already tired from rowing, I ran into Karolin in the gym. She convinced me that I had arrived early for the erg rumble and later that I also needed to attend her winter sculling class.

Karolin comments: Sam happened to be at the boat-house during the first erg rumble, in November 2024, and we convinced him to stay for the event because we were one person short. I think it was his first time doing a sprint on the erg. His team won.

After only a few classes, she told me I was too fast for this group. This was unexpected but encouraging, and she directed me to more advanced weekend classes, where I was often in a boat with other, more seasoned rowers. This experience was extremely valuable, because I had previously been rowing in a single 100 percent of the time.

Then came **Evan Jacobs** and **Tyler Peterson's** erg class, where I performed better than expected, especially at the 2025 Ergomania, where my 2K time was 6:53.7. (This meant second place locally and fifth place nationally for his age and weight. Sam and Karolin also placed first in the mixed relay 2K at Ergomania with 6:49.3.—Ed.)

That experience, and the encouragement of others,



Left: ERG rumble November 2024, Karolin coaching

Right: Matthew at Luxor Gardens Rowing Club, Egypt

We first spent a small amount of time rowing on the erg, getting some basic concepts of the stroke. Then she ushered us to the “wherry dock” so we could get on the water our very first day. In those ten minutes, tethered to thirty feet of rope, rowing out and getting pulled back in over and over, I knew this was something I wanted to do. It challenged me in a way that I’ve rarely experienced: my brain was tasked with engaging every part of my body to work in harmony with this magnificent wherry (the first boat ever designed with a sliding seat), with the goal of maximizing velocity, solely by means of one’s own power. And ... all with the backdrop of the magnificence of Lake Union and the Seattle skyline at sunrise. I was elated. Karolin’s energy and expertise were obvious, her joy and love for rowing infectious. Despite having to wake at hours that I was painfully unaccustomed to, I couldn’t wait for the next class to arrive.

The second day of LTR1 saw me move into a Maas Aero (a stable boat that was very forgiving to common oar-handling mistakes), where we worked on rowing—and river turns—in the small cove by the LWRC dock. The remaining four days of class were spent rowing in

Below: Sam and Karolin win the mixed double relay at 2025 Ergomania.



made me feel like maybe I was more capable than I gave myself credit for.

Charles Delaplane convinced me to join the competitive team, even though I had never been in a sweep boat; on my first day, coach **Joel Skaliotis** put me right into an eight. It was intense, very awkward at first, but exciting. Just two and a half weeks later, I rowed in the men's eight at the Husky Open. We won first place. It was one of the most intense and exciting experiences of my life.

At this point, I was all in, rowing with the comp team three days a week, strength training twice a week, and squeezing in classes with **John Robinson** on the weekends. Karolin, Charles, and I even put a boat onto my truck and drove it to a brand-new race on Lake Sutherland, west of Port Angeles, where we raced in mixed and men's doubles.

But then, just two days before this year's Lake Stevens Regatta in April, I developed a rib injury, but sitting out was not an option in my mind. We won our races in the men's eight and quad—and as the lone novice, I even performed respectably in a singles race.

Karolin: At Lake Stevens, Sam could have raced in the novice event but instead rowed in the men's masters singles, placing third in raw time!

After that, I took some time off. I'll admit, I felt a little down. Rob's constant reminders about rest, and "not beating my body into submission" finally sank in. That injury, minor as it was, taught me a lot about balance. It forced me to rest, which I had not really been doing at all.

Karolin: Sam had watched Opening Day races in 2024, where LWRC won the

the Lake Washington Ship Canal, from the Fremont Bridge to the dock at Seattle Pacific University (SPU).

These two weeks were immediately followed by LTR2: six more classes, spent mostly in the Lake Washington Ship Canal. Before LTR2 was finished, I was rowing comfortably in a Bay 21, up and down the Ship Canal, from the LWRC dock to SPU, looping from the Fremont Bridge to SPU and back again.

I joined LWRC as a member before LTR2 was over.

Within the past eighteen months, I have competed in four regattas, winning a first and a second place in masters novice sprints and establishing a personal record in a 4K head race. This season, as a 66-year-old masters rower, I will compete with a 36 sec/km handicap, but I continue to compete with myself, always working for a new PR whenever I can.

To all the LTR teachers, and volunteers, I will end with this: Thank you! I love rowing.

—Matthew Grodzins

Matthew set a new personal best in his single at the Seattle Sprints on May 11, 2025.

men's 50+ eight and the women's 30+ eight event. I'm sure he thought about being in the Opening Day boat at some point, and he came close this year. His injury prevented him from participating.

Now, six weeks later, I'm nearly back to full strength. And through it all, the most consistent part of this journey has been the Lake Washington Rowing Club community. This supportive, positive, and welcoming experience has been the foundation for all I've achieved this past year.

—Sam Culliton



The Future Is Bright

Lake Washington Rowing Club has long been a cornerstone of the Seattle rowing community, fostering a culture of excel-

lence, camaraderie, and passion for the sport. In 2014, **Craig Smith** described LWRC this way:

The common denominator throughout the membership is a love of the sport. The club takes pride in itself as a friendly, volunteer-based organization where experienced and novice rowers all thrive and feel comfortable. With its coaches and accomplished rowers, the club seeks to perpetuate its strong tradition of passing on technical skills and racing acumen.

A decade later, this remains true.

Strong Club Engagement

In 2024, the Board set a goal to revitalize committee participation. Strong committees now handle essential tasks, as Jean Lee highlights in “Board Notes” on page 11.

Our Head of the Lake (HOTL) organizing committee, led once again by regatta director **Mike Rucier**, is already in full swing. Our programs continue to evolve to meet members’ needs. It’s inspiring to see the dock bustling each morning as rowers launch and return. The boathouse feels alive with energy.

All this is made possible by countless volunteers, our talented coaches, and our dedicated operations team:

Karolin Neubert—Boathouse Operations

Kendal Swinski—Membership Services

Jenn Thomas—Programs

Their hard work keeps our club running smoothly, allowing the Board to focus on *planning for the future*.

Financial Planning

LWRC is currently enjoying a period of financial stability, following the successful rent renegotiation in 2023 and HNA’s decision last year to extend their lease for another 10 years. Our investment committee continues to steward our financial assets carefully, following the plan members approved in 2023. Funds are strategically allocated across three categories to balance liquidity, capital needs, and long-term goals:

Short-Term Liquidity Fund Provides the treasurer with necessary funds to manage daily operations.

Intermediate-Term Reserve Fund (*Capital Expense Reserve*) Reserved for anticipated capital expenditures over the next five years.

Long-Term Investment Fund (*Land Acquisition Fund*) Designated for purchasing land under the Fremont boathouse/dock or for securing another boathouse location.

Recognizing the need for proactive planning, the Board has formed a committee dedicated to establishing financial goals, with an eye on growing our long-term fund. We want to be positioned to take advantage of any future real-estate opportunities.

If you’re interested in serving on this committee or simply providing input, please contact me at president@lakewashingtonrowing.com.

Advancing Diversity and Inclusion

At the request of members and with Board support, we are evaluating ways to foster diversity and inclusion within our boathouse.

Karolin Neubert and Megan Northey have drafted a diversity and inclusion statement. However, they wisely recognized that words alone are not enough, so **Amy Yunis** is exploring ways to engage communities traditionally underrepresented in rowing. One idea under consideration is offering Learn to Row sessions tailored to these groups. This initiative is still in its early stages.

Expanding Financial Assistance

LWRC exists for its members, and we acknowledge that rising dues

may limit accessibility for some. The idea of establishing a financial assistance fund has surfaced multiple times over the years.

Many rowing clubs in the area offer financial aid to adult members, and we believe it's the right time to explore a similar program for LWRC. With Board support, **Amy Yunis** has researched financial assistance programs at eight regional clubs. Our next step is to gather input from members to assess interest and, if supported, create a plan. Stay tuned for a request for feedback, or feel free to email me directly.

As we look ahead, we thank you for your membership, your engagement, and your support of Lake Washington Rowing Club!

—Carolyn Fletcher, LWRC Board President



The LWRC Board continues to work closely with staff on key initiatives to support the club's growth and operations.

We currently have ad hoc committees focused on a number of efforts, including setting long-term fundraising goals and evaluating iCrew as an alternative platform for membership and program management.

At the same time, our standing committees, which are composed of staff, board members, and club volunteers, continue to work well and are making meaningful progress:

The **Regatta Committee** effectively coordinates equipment reservations and trailering for regattas.

The **Investment Committee** actively manages club funds in line with our 2022 investment policy.

The **Equipment Committee** tracks boat usage data to assess club equipment needs and organizes work parties to keep our fleet in top shape. Keep an eye out for future work parties where you can contribute volunteer hours.

The **Head of the Lake Management Committee** has regrouped and begun planning for this year's regatta. HOTL is a club-wide effort, so stay tuned for updates about how you can help.

The **Facilities Committee** has been planning for our gym floor replacement and making improvements at the Garfield boathouse. These upgrades have allowed us to start taking advantage of the calm waterway at Garfield for hosting Learn to Row sessions.

We're grateful for the dedication of the staff and volunteers who make all of this possible. As always, please reach out to board@lakewashingtonrowing.com if you have any questions or are interested in getting involved.

—Jean Lee, LWRC Board Secretary

Editor's Note



Summer's on its way, and the racing season has begun! **Cody Jenkins** describes the unusual challenge he faced while racing around Squaxin Island. **Matthew Grodzins** and **Sam Culliton** share their progress from Learn to Row to racing, all within just a few months! At this year's Opening Day races, LWRC and Martha's Moms crews won all three of their events! **Carolyn Fletcher** and **Jean Lee** update us on the financial status of our club.

We also remember **Bill Bowden**, volunteer extraordinaire, who did so much for our club. Be sure to read Carolyn's tribute to him. A good man.

—Roberta Scholz

Reader's Note



As always, **Making Waves** is designed for screen reading in monitor proportions. You can print it on letter-size paper at 94%, but text is large, underlined links are live. Use [full-screen setting](#): *Menu > View > Full Screen Mode*, or the page icon in the lower-right sidebar, in Adobe Acrobat Reader.

—Suze Woolf

Opening Day 2025

LWRC, Moms Victorious in the Cut: Three for Three!

LWRC and Martha's Moms crossed the finish line first in all three events: the Women's Masters 8+ 30, the Men's Masters 8+ 50+, and the Women's Masters 8+ 60+. Well done!

Women's Masters 8+ 30+

Cox: Cecilia Krause

8: Karolin Neubert

7: Avery Shinneman

6: Megan Northey

5: Rachel Wong

4: Meghan Ricci

3: Helen Thieme

2: Marie Coffren-Barton

1: Heidi Mills

For the second consecutive year, the women's masters 8+ 30+ finished first—by eight seconds with a winning time of 7:01.



Look for more great photos [here](#). Thanks to Karolin Neubert for providing these results and photos!



Opening Day 2025, continued

LWRC, Moms Victorious in the Cut: Three for Three!

LWRC and Martha's Moms crossed the finish line first in all three events: the Women's Masters 8+ 30, the Men's Masters 8+ 50+, and the Women's Masters 8+ 60+. Well done!

Top: Andy Rees and Charles Delaporte, Windermere Cup, May 3, 2025

Below: entire boat, seat list to right (Jonathan Turvey photos)

Men's Masters 8+ 50+

Cox: Mia Riggs
8: Chapin Henry
7: Christopher Heim
6: Spencer Cutter
5: Jason Planke
4: Christian Roth
3: Charles Mills
2: Charles Delaporte
1: Andy Rees

In a repeat win, the men crossed the finish line with a time of 6:33. They beat the Marin boat by five seconds—a great success.

Women's Masters 8+ 60+

Cox: Pati Casebolt
8: Elizabeth Runde
7: Tory Laughlin Taylor
6: Amy Yunis
5: Kim Lavacot
4: Lara Normand
3: Sara Harmon
2: Ann Kulesza
1: Page Crutcher

Martha's Moms won with a time of 7:22, five seconds ahead of Sammamish.

Seattle Sprints

College Club Seattle hosted the second annual Seattle Sprints Regatta on Lake Union on May 11. This invitational regatta for lakeside clubs is designed to offer an opportunity to get a jump start on summer sprint racing.

LWRC entered nine boats out of a total of 60 in 20 events. The Art Wright Cup went to the club with the highest cumulative point total—this year, Pocock Rowing Center.

Next year, let's make it ours!

Photos [here](#).



New Documentary to Focus on Pocock Legacy

George Pocock's shop at the ASUW Shell House has been cleared and readied for renovation that will feature a curated museum accessed with stairs and an elevator. The Shell House project is approaching final design—applications for building and for shoreline permits have been filed. Construction is expected to break ground this fall.

A documentary in production by Seattle's Museum of History and Industry will focus on **George Pocock** and his incredible impact on rowing.

Former LWRC member **Mike Stanley**, MOHAI Trustee Emeritus and executive producer of the film, cites two major inspirations for the project. "First, we exceeded all expectations with the success of our 2023–24 exhibit "Pulling Together." The public reaction was much greater than expected."

That exhibit, focused on the 1936 University of Washington Olympic gold-medal crew, was timed with the release of the George Clooney film, "The Boys in the Boat."

PASS THE WORD

Has an LWRC member done something worth recognizing, on or off the water?

lwrnewsletter@comcast.net

Stanley adds, "Second, we felt the enduring impact of George got a light touch. We sensed a real need to get that story out to a larger audience."

Sculptors of Speed, a 90-minute feature, includes material from over 25 hours of interviews, along with archival footage. See the latest trailer at: [Sculptors of Speed teaser—YouTube](#).

Over \$90,000 has been raised for the project so far. The goal is to raise \$100,000. Contributions can be made via the [The Pocock Legacy Fund](#). The movie is expected to be screened for donors in early September, with wider release in late fall or early 2026.

MOHAI is currently displaying *Jane's Friendship*, the 1984 women's gold medal eight coached by Bob Ernst.



—Rick Olson

To learn more about the Pocock legacy, read Rick's [recent article](#) about the George Pocock and Bill Boeing collaboration .

Check out our [programs!](#)

Seattle H-Boats

In other rowing movie news, local documentarian [Annette Frahm](#) has posted an introductory short about senior women competing in a recent Seattle H-boats race. This encounter, viewable on [YouTube](#), is leading to a longer film about these athletes as their lives and bodies change with age—as well as the history of women rowing in Seattle.



IF YOU HAVE AN IDEA FOR A STORY

Please contact us at

lwrnewsletter@comcast.net