The City of Seattle

Landmarks Preservation Board

Mailing Address: PO Box 94649, Seattle WA 98124-4649
Street Address: 600 4th Avenue, 4th Floor

REPORT ON DESIGNATION LPB 219/18

Name and Address of Property: **University of Washington Canoe House / ASUW Shell House / US Naval Training Hangar 3655 Walla Walla Road NE**

Legal Description: King County Parcel No. 162504HYDR, including a portion of Union Bay and the Lake Washington Ship Canal located in the southeast ¼ section 16, T. 25 N., R. 04 E of the Willamette Meridian. The canal is bordered by the University of Washington tract (King County Parcel No. 1625049001) on the north, and on the south by the plat of Montlake Park, an addition to the City of Seattle. [The U.S. Army Corps of Engineers Easement applies, per their agreement with the State of Washington.].

At the public meeting held on April 18, 2018 the City of Seattle's Landmarks Preservation Board voted to approve designation of the University of Washington Canoe House / ASUW Shell House / US Naval Training Hangar at 3655 Walla Walla Road NE as a Seattle Landmark based upon satisfaction of the following standard for designation of SMC 25.12.350:

A. It is the location of, or is associated in a significant way with, an historic event with a significant effect upon the community, City, state, or nation.

B. It is associated in a significant way with the life of a person important in the history of the City, state, or nation.

C. It is associated in a significant way with a significant aspect of the cultural, political, or economic heritage of the community, City, state or nation.

D. It embodies the distinctive visible characteristics of an architectural style, or period, or of a method of construction.

F. Because of its prominence of spatial location, contrasts of siting, age, or scale, it is an easily identifiable visual feature of its neighborhood or the City and contributes to the distinctive quality or identity of such neighborhood or the City.

DESCRIPTION

Campus Setting and Site

The Canoe House is located at the south edge of campus, on the north side of the Montlake Cut / Lake Washington Ship Canal where it opens into Union Bay. The building is oriented toward the water rather than toward the campus, and is screened on the north by mature trees. The Waterfront Activities Center is situated north/northeast of the Canoe House, and separated by Walla Walla Lane, a paved pathway and service drive. A large paved parking lot (E12) and Husky Stadium are to the northwest of these lower-scale, water-oriented structures. The Montlake Bridge spans the Cut roughly at its midpoint, approximately 1,100 feet west of the subject building.

Paved parking is located immediately adjacent to the Canoe House on its north side. East and west side yards are relatively flat, grassy areas, while on the south side, a concrete ramp provides direct water access from the building down to the Montlake Cut and Union Bay.

The Building and Changes through Time

The former hangar is a very tall, single-story heavy timber-framed building with a mezzanine. Its overall height is approximately 38' and it sits on a rectangular-shaped, 4"-thick concrete slab on grade of 88' by 120'. Its shallow gambrel roof is supported by 12'-deep wood trusses at 20' on-center, and 1x8 shiplap roof sheathing. The trusses are supported by a series of 10"-square columns, two at each end of each truss. One is vertical, set 9' inside the slab edge along the east and west. This provides a 70'-wide clear span volume within the structure. The other column at each end is battered toward the exterior of the building, with the result that the east and west side walls slope out to accommodate this 9' width.

The building is characterized by its site with direct water access; utilitarian form and materials; heavy timber structure; wood cladding; large, paired 9:9-light wood windows on the east and west sides and massive sliding doors on the south; and by the uninterrupted, open interior volume. Original drawings call for 1x8 rustic siding, and 1974 photographs show horizontal siding on the north and south end façades, with shingles on the east and west. Presently, the north and south ends are clad with smaller wood shingles, while the east and west sides retain the wider exposure shingles.

The massive paneled wood doors on the south side were designed to slide open on metal tracks, supported above by horizontal outriggers, to provide a clear opening 70' wide and approximately 20' tall. These doors have been fixed in place in more recent years. There is a passage door within the lower panel of one of the sliding doors. A second passage door,

located at the west end of the south façade, was removed and infilled at some point. Originally, there were six pairs of 9:9-light wood windows on the east façade, while on the west there were four identical pairs plus two smaller sets in the southern two bays, where the office and restroom would have been located (see original drawing below). Another four pairs of these large wood windows light the north façade. The upper half of each of the sliding doors was also glazed with panels of divided lights to allow daylight into the interior of the hangar.

In 1922 when the mezzanine was added at the north end to accommodate boat-building space for Pocock, a continuous clerestory window was inserted along the upper portion of the north façade. The space was accessed directly from outside, by an exterior stair that led to a door just east of center. This exterior stair and door were later removed and the original window restored. At some point, a shed addition was made to the northern end along the west side, resulting in alteration of the original west window openings. That shed addition was later removed and windows/openings were restored.

The structure appears to have been a single open volume when it was built, with the exception of a small office and restroom space at the southwest corner of the hangar. The mezzanine on the north end of the building is approximately 20' deep, with a floor constructed of 2x14 joists at 12" on-center with plywood sheathing (Coughlin Porter Lundeen). It is now accessed by a stair on the interior. At some point during the building's use as a canoe rental facility, a private apartment was created for the Canoe Master and his family at the southeast corner of the building, with an exterior exit stair. While the apartment was later removed and the volume re-opened, the wall dormers with smaller 1:1-light windows remain. A space approximately 20' wide along most of the west side is partitioned off from the main volume to accommodates separate boat storage, accessible directly from the outside by a pair of doors near the west end of the north façade.

The current index to drawings in the University Facilities Records files indicates a series of alterations that have been made over the years. Not all changes appear to be documented in these records. The following drawings or project records are included in the UW Facilities Records:

Date	Description
1918	Original drawing
1953	Dock
1964	Remodel
1970	Structural analysis
1971	Refurbish the building for three-year operation
1976	Close upper floor and remove stairs
1980	Restoration
1981	Site drainage improvements

Additionally, examination of historic photos reveals some changes through the years. While the building has undergone a number of alterations in its 100-year history, none of these appears to fundamentally alter its character-defining features. Additionally, some interim

alterations, such as the shed addition and an apartment created for a canoe master, were reversed in the 1980 restoration project.

SIGNIFICANCE

Early Development of the University and South Campus Area

[Note: The history of the University is well documented in publications by Norm Johnston, late Professor Emeritus and campus historian, and it is described also in the recent historic survey of the campus.]

The University of Washington was established by the State Legislature in 1861 as the first public university in the state. Initially it was sited on a ten-acre parcel in what is present downtown Seattle. By the late 1880s, the original facilities were inadequate due to increasing student enrollment and urban development. The University Land and Building Commissioners hired local architect William E. Boone to develop a comprehensive plan in 1891 for a new campus at its current Seattle site. The University moved from its original downtown campus to this location in 1895. Denny Hall, the first classroom and administration building, and the nearby Observatory were completed that same year.

The Regents sought to develop a campus plan to guide future building locations, and in 1898, engineering professor A.H. Fuller developed such a plan, known as the Oval Plan, which included only the northern portion of the University site. Other buildings constructed in the 1890s, in addition to Denny Hall and the Observatory, include the two dormitories, later named Lewis and Clark Halls. All four of these building remain in the north campus area.

In 1903 the Board of Regents hired renowned landscape architects, the Olmsted Brothers, to prepare a design for a general campus plan. While the resulting 1904 Olmsted plan was never realized, it was adapted in part as the plan for the Alaska-Yukon-Pacific Exposition (AYPE). In planning for this exposition local businessmen approached the University Regents in 1906 to suggest that the undeveloped southern portion of the campus be used for the fair grounds. The plan was then developed by the Olmsted Brothers, who also provided the landscape design. As a result, the lower campus was cleared of timber. Thus a good portion of the present campus plan descends from John Charles Olmsted's Beaux-Arts design for the 1909 fair grounds.

The AYPE grounds reverted to the University in 1909, providing the central axis of Rainier Vista, an encircling road system, along with an emphasis on the landscape and formal layout of buildings. The AYPE also left the University with a number of so-called permanent buildings. After the AYPE, most of the University's buildings were built in the Central and South campus areas.

Industrial use of Lake Union began in the mid- to late-19th century, when resource-extraction industries were positioned along its shorelines. Prior to construction of the Ship Canal in 1917, logs and coal were brought by ships via Lake Washington and Portage Bay to Lake Union and from there by railroad lines that ran through Latona and Fremont to the city's central harbor on Elliott Bay. Ca. 1910, another rail line was constructed along Westlake Avenue North, on the

east side of Queen Anne Hill, to link to the south Lake Union area. This area contained the large Denny Mill (1882, later Brace Lumber), along with the City Light Hydro Plant (1909, 1914-21), in addition to small marinas and factories, commercial laundries, and concrete and gravel companies. The Bryant lumber mill in Fremont was established in 1888, and the natural gas plant in the nearby Wallingford neighborhood was built ca. 1906. The Montlake Cut was completed in 1916, linking Lake Washington to Portage Bay and Lake Union, followed by the Ship Canal which connected Lake Union to the salt waters of Elliott Bay, which commenced in 1911 but was completed in 1934.

Early maps and photographs of Portage Bay show a range of industrial uses on the north shore. These included mills, shipping facilities, and a cooperage, shipbuilding, and repair facilities, along with marinas and moorages for fishing boats and other vessels. The south shore of the bay was maintained for residential development. After 1910, the Seattle Yacht Club moved to its present location at 1801 East Hamlin Street, near the west entrance of the Montlake Cut at the east end of Portage Bay. The vision of Lake Washington as an industrial location for ship-building was never realized, but boatyards and marinas were established in Lake Union and Portage Bay. The Jensen Boatyard/Jensen Motor Boat Company, built and operated by Tony Jensen in 1927, and until 2000 by his son Anchor Jensen, remains at 1417 NE Boat Street.

After World War II, returning soldiers flooded the University seeking college degrees with support from the G.I. Bill. Enrollment rapidly increased, from 7,386 in 1930, to 10,669 in 1940, 14,590 in 1950, and 18,143 in 1960 (Nielsen, 1986, p. 155). Growth of the University during the post-war period included the addition and expansion of many professional degree programs. The establishment of the Medical School in 1946 prompted construction of the campus and university buildings to the south of Pacific Avenue NE, along with a reduction of the golf course that had been built along Portage Bay decades earlier in 1912.

Increased medical programs and expansion of the University Hospital and as well as the Oceanography program led to additional construction in the south part of the campus. Despite some opposition by some marine businesses, the University carried out its plans to expand both south and west. Between 1962 and 1994, it continued to grow, undertaking 80 major construction projects (Johnston, p. 66). In the south and southwest campus areas these projects included the Mercer Hall dormitories, Ethnic Cultural Center, and expansions of the Oceanography and Fisheries buildings. In the last two decades, expansion has continued in the Northlake area, with recent construction including four new six-story dormitory buildings between NE Northlake Way and NE Campus Parkway.

Construction and Use of the Building

The subject building was originally an element of the Naval Training Station established on campus during World War I**.** Located at the south end of campus on the water, the training camp was established in 1917 on land donated for the purpose by the university. Plans for the installation were prepared under the direction of L.E. Gregory, Civil Engineer at Naval Station Puget Sound.

An original drawing for the building contains a title block citing “Navy Yard – Puget Sound, Washington” without a specific designer. The drawing is also signed in the lower right corner

by L. E. Gregory. While plans for military buildings were often standardized, this was an early military hangar and may have been an individual design.

The training camp was constructed and occupied quickly, although the hangar was not part of the initial effort. Period newspaper articles indicate that plans were underway in June 1917, led by the Naval Militia of Washington, with the cooperation and assistance of the University of Washington and the City of Seattle. The location offered "excellent water, steam and electric railway connection," as well as the critical water access that allowed vessels from the naval station located at Bremerton to come through the canal and dock at the training camp (*Seattle Times*, June 21, 1917). The camp was expected to accommodate 500 to 800 trainees initially. Work began in late June 1917 and the camp was officially opened on August 6, 2017, barely a month later. The installment included eleven temporary buildings and 300 tents with wood floors; the tents were heated and lighted (*Seattle Times*, June 25, 1917).

In April 1918, work was approved to enlarge the training station and establish a "hydroairplane school" (*Seattle Times*, April 16, 1918). Construction of the subject building was associated with this program, and the original drawing for the hangar is dated August 1918. As it turned out, World War I would come to a close soon after the hangar was constructed. An armistice was signed November 11, 1918. In August 1919, a newspaper article noted the imminent sale of most of the training station buildings:

> Ten of the larger buildings are to be kept for university uses. The buildings to be sold number twenty-five in all and will go to the highest bidders. The naval aviation barracks will be fitted up for a men's dormitory and will be known as Lander Hall. Officers' quarters of the Aviation Department will be called Terry Hall and will be used by the younger men of the university faculty.
>
> Three of the camp's office buildings will be taken over by the new Fisheries Department and the main office building will become a hospital. The hydroplane warehouse will become an armory, the old hangar a shell house for the university crew, and the reserve officers' quarters will become the university crew house. (*Seattle Times*, August 14, 1919)

Two months later, another article gave more detail about the transition:

> Few realize that the University of Washington has what is the most expensive crew house of any college in the country, valued at more than $18,000. It was once the naval aviation hangar, at the juncture between Lake Washington and the canal. It was turned over to the student body by the government upon the closing of the Naval Training Station.
>
> For the present the crew candidates will use the old crew house, while the new structure is being fitted out with showers, lavatories, and every modern convenience, which will bring it up to the latest date.
>
> An engineer is now at work planning drainage for the structure, so as to make it absolutely safe. A float probably will be constructed. A cinder road, winding along the

verge of the canal, will lead from the north end of the campus directly to the building. (*Seattle Times*, October 19, 1919)

The former seaplane hangar thus became the University's shell house and headquarters of the rowing program ca. 1920. Late in 1922, George Pocock also moved into the building, with the 20'-deep mezzanine added at the north end as his boat-building garret. Crew coach Rusty Callow had asked Pocock to build an eight-oared shell for the program, and Pocock, who was a foreman at Boeing at the time, had agreed, so long as there was space provided on campus in which he could work on it. His intent had been to build that boat in his spare time, but Pocock ended up feeling that he could not split his loyalties, and he returned to full-time boat-building (Newell & Erickson, p. 66).

In 1949, Conibear Shellhouse was constructed to provide a new rowing facility on campus, and the subject building was converted for boat rental and storage. It served this purpose for nearly 30 years, until the Waterfront Activities Center was built in 1975. Since then, the subject building has served primarily as boat storage for students, faculty, staff, and alumni.

The Aircraft Hangar as a Building Type

The hangar as a building type is characterized by its large, single-volume and undivided space used for storage and repair of aircraft. Typically it is rectangular, with main structural members that span the shorter dimension in repetitive bays, and a type of framing system that allows for seemingly unlimited expansion by construction of additions. Interiors are linear and open, and thus the space is adaptable. Supplementary lighting is required in addition to daylight provided through the large openings at one or both ends. These openings are covered by large sliding doors, sometimes with glazed portions. Additional daylight was provided in early hangars by clerestory windows. As new technologies and systems emerged, artificial lighting and task heating and mechanical ventilation became more common features.

As with other industrial buildings, the design of hangars directly expresses the evolution of various structural materials and construction technologies, as hangars are unmitigated by stylistic expectations. Economical construction is the primary determinant. Because of their emergence in the 20th century, early hangars tended to be made of steel frames in contrast to earlier 18th- and 19th-century mill-type industrial buildings constructed with heavy timber and wood framing. Steel hangars with brick perimeter walls and poured-in-place concrete sheds with wood and steel roof trusses were common to hangars built in the 1920s and 1930s. Events and costs influenced material selection and framing types during the Depression, when construction techniques were often simple and labor-intensive, in an effort to employ and train workers. During World War II, small sectional wood was used to make up truss forms in an effort to conserve metal for military use (Boyle and Deines, 1979, p. 4-9).

Many of the country's early aircraft hangars were built on military air bases and air stations. A significant example is an assembly of six metal seaplane hangars dating from 1916-18 at the Pensacola Naval Air Station in Florida. This was the nation's first permanent naval air station, established in January 1914. Until these metal hangars were built, the Navy relied on tent hangars spread along the beach. The advent of World War I prompted rapid expansion of naval aviation and the establishment of additional training bases.

Hangar 9 at Brooks Air Force Base, San Antonio, dates from 1918 and was constructed to house the Curtiss JN-4 or "Jenny." Closed in 2011, Brooks Field was originally an Army airfield established for World War I pilot training. Hangar 9 is now a National Historic Landmark, recognized as the nation's oldest surviving wood airplane hangar on a U.S. Airforce installation ("Hangar 9").

While military hangars were soon based on standard designs and prototypes, early commercial and civil hangars varied considerably. The 1924 Larsen Brothers Airport hangar in Clayton, Wisconsin, constructed of steel and wood framing with a bowstring truss roof, has been cited as representative of adapted barn-building technology used to construct a hangar, and the small Bryce Canyon Airport Hangar in Utah used vernacular materials of sawn log and corrugated tin as building materials.

In the 1930s, the U.S. government recognized that airplane hangars were a useful application of the advancing expertise in long-span, thin-shell concrete construction. Led by the engineer Anton Tedesko, a recognized authority in thin-shell construction, several military hangars were built as simple reinforced concrete barrel vaults with regularly spaced stiffening ribs. Notable examples of his work include the North Island Seaplane Hangars, in San Diego (two identical structures), that were completed in 1941, with a span of 298'. In 1948, Tedesko built the U.S. Air Force Hangar in Rapid City, South Dakota, with a clear span of 340'. Thin-shell construction went on to be used both for hangars and for large airport terminals because of their need for large, unobstructed clear spans and flexible spaces for servicing planes, and airport operations involving passage for large numbers of passengers and freight.

Overview of Rowing at the University of Washington

[Note: Much of this overview is adapted and greatly condensed from Eric Cohen's detailed narrative timeline in "Washington Rowing – 100+ Year History." Newell & Erickson's *Ready All!: George Yeoman Pocock and Crew Racing* offers many details, and of course Daniel James Brown's *Boys in the Boat* illuminates the gripping story of the UW men's eight gold medal at the 1936 Olympics in Berlin.]

Rowing at the University of Washington dates back to late 1899, when Seattle attorney and developer E.F. Blaine offered money to establish a rowing program. The university's new campus on the water provided a great location, but the program got off to a slow start due to lack of resources. In June 1903, UW defeated the University of California in the first collegiate race on the Pacific Coast. The first eight-oared shell for the rowing team was purchased from Cornell University in 1907, the same year Hiram Conibear started coaching. Soon the University of Washington was the dominant team on the west coast. (Lange, n.p.)

Following the AYPE in 1909, Coach Conibear managed to procure the Coast Guard station and lighthouse from the Exposition for use as the new boathouse. Located at the foot of what had been the Pay Streak, the new Varsity Boat Club was established in 1910 under Conibear as a social organization for all of the upperclassmen who rowed on the team. This "temporary" building on Portage Bay would house the team through 1918. (MOHAI photograph notes.)

In 1912, Conibear sought out George and Dick Pocock in Vancouver, B.C. The brothers were experienced oarsmen and boatbuilders from England, who had come across the ocean to make their way. Conibear told them he wanted to order 12 eight-oared shells for the UW team—a windfall for the struggling Pococks. Unfortunately, it turned out Conibear did not actually have the funds to support such an order, and in fact a single shell was requested. Nonetheless, it was the start of the relationship between Hiram Conibear and the Pococks, which ultimately influenced the future of the sport at UW and beyond. By the winter of 1913, George and Dick Pocock moved to Seattle and were building boats in the former AYPE Tokio Café (Tokyo Tea Room) on the university campus, for Washington as well as for other schools.

In the spring of 1913, Washington traveled east to Poughkeepsie to compete in their first Intercollegiate Rowing Association National Championship Regatta (IRA), shocking the east coast schools by finishing in third place. The Huskies were making a name for themselves, though the next few years were not without struggle. An era came to an end in the autumn of 1917, when Conibear fell from a fruit tree in his backyard orchard and was killed.

Ed Leader, who had been a member of the 1913 Poughkeepsie crew, succeeded Conibear as coach in 1918. After a hiatus in intercollegiate racing due to World War I, the end of the war brought a new facility for the Washington program. As the Navy closed their training center on the south end of campus, Leader was able to secure the seaplane hangar—the subject building—to serve as a new shell house. Over the course of the decade, west coast rowing would rise to prominence, with Washington and California "dominating the national collegiate rowing scene throughout the twenties" (Cohen, n.p.). In 1922, Leader was recruited by Yale as their head coach. He hoped that George Pocock would go with him. George stayed in Seattle, but his brother Dick Pocock went, and built boats for Yale for many years. Meanwhile, Rusty Callow was named to the head coaching position at Washington. It was Callow who lured Pocock away from his position at Boeing, which he had begun when Bill Boeing recruited him and Dick to build pontoons for World War I planes, and back to full-time boatbuilding. Callow built Pocock the "garret" at the north end of the old hangar. Five years later, in 1927, Callow accepted an offer from University of Pennsylvania for their head coaching position, and Al Ulbrickson became the fourth head crew coach at UW. He would go on to hold the position for more than three decades. Already, Washington crews were producing rowing coaches for universities across the country, indicating the strength and success of the program. Meanwhile, coaches at other schools were noticing the racing shells built by George Pocock, and progressively more orders were coming in.

The glory of the 1930s was the 1936 Olympic gold medal that the Husky crew won in Berlin, in the men's eight. (See *Boys in the Boat* for a detailed account of this momentous achievement.) The 1940 Olympics were cancelled just days before the rowing trials, with the onset of World War II. The university rowing program was suspended, too, when the U.S. entered the war, although intramural rowing continued, as did military training. After the war ended in 1946, enrollment ballooned with men returning from military service and attending on the G.I. Bill. At the 1948 Olympics in London, a UW four represented the U.S. in that event, winning the gold medal. George Pocock not only built the shell, the *Clipper Too*, but served as America's chief boatman for the Olympics and coached the winning four.

The combination of that gold medal and the general economic boom of the post-war period created the right environment for the realization of a new crewhouse.

> Placed into an appropriations bill and receiving broad support, the University was provided $365,000 to build a new facility for the team. The plan included a large shop for George Pocock, dining facilities for the team, a large lounge area, and space for 42 shells (the dormitory rooms on both wings were added in 1965). By the spring of 1949 the building was under construction. By the fall, it was nearing completion. From proposal to reality – from funding to design to completion – took about twelve months. (Cohen, n.p.)

With completion of the new facility, the Husky crew moved out of the former hangar and into the Conibear Shellhouse. (The rowing program is still housed there, with the building having undergone a major renovation and expansion in 2005. The *Husky Clipper*, in which the 1936 crew won the Olympic gold, is displayed in the shellhouse.)

The end of the 1950s brought the end of an era—the Ulbrickson-Ebright era, which had endured since the late 1920s. Ky Ebright, a Husky coxswain, had coached at California for 35 years. "These two men and their crews dominated the sport from the late twenties to the early fifties, combining for thirteen varsity national championships, six west coast sweeps at the IRA, and five separate Olympic gold medals and one bronze over five Olympics" (Cohen, n.p.).

Stan Pocock, George's son, had graduated from the UW in 1947 with a degree in engineering. He carried on the family tradition, coaching for a time at UW and joining his father's boatbuilding business (from which he would retire in 1985). In 1963, George Pocock and Pocock Racing Shells left the university campus, moving to a larger boathouse on the north side of Lake Union (Newell & Erickson, p. 145). By 1970, Stan handled most of the day-to-day operations. George Pocock, who had been inextricably tied to the Washington rowing program, died in March 1976.

The Washington rowing program remains a powerhouse, with the UW recently winning a record five consecutive IRA championships (2011-15). The program has developed and produced numerous Olympians, as well as National and World champions. Additionally, many former UW rowers went on to coach, influence, and establish strong programs at other major colleges.

Women's crew became a varsity sport in 1975, after six years of operating as a club sport. There had, in fact, been women's rowing in the early 1900s, but that came to an end in 1917 and was on hiatus until 1969. This overview focuses on the men's program because it was housed in the subject building for decades. It is certainly worth noting that today the women's program, too, is nationally recognized. Last spring (2017), the women's rowing team swept all three grand finals at the National Collegiate Athletic Association (NCAA) Rowing Championship, the first time in the 21-year history of the event that a single program achieved that.

George Yeoman Pocock (1891–1976), George Pocock Racing Shells

As noted in the previous section (Overview of Rowing), George Pocock is inextricably linked with the history and success of the Washington rowing program, and 20th-century amateur rowing in general, as both a master boatbuilder and skilled oarsman. George was born March 23, 1891, in Middlesex, England, into a family of boatbuilders. He had two older sisters and an older brother; their mother died when George was an infant. A younger half-sister was born four years later. Their father, Aaron, was a boatbuilder and in 1901 secured a position building boats for Eton College. In 1903 he was promoted to manager of Eton's boathouse, and the following year George became an apprentice there. When Aaron lost his position in 1910, George and his brother Dick left also, immigrating to Canada in 1911 after being unable to find work in London.

After making their way to British Columbia, the brothers spent about a year getting by as unskilled laborers before they were able to return to boatbuilding. In early 1912, they were commissioned to build two racing shells for the Vancouver Rowing Club, and soon other orders followed. The same year was UW Coach Hiram Conibear's visit to their boathouse, initiating what would become a seminal relationship. Although at first Conibear could only raise money for a single shell, the following year he placed an order with the Pococks for two more. In late 1913 George, Dick, and two sisters moved to Seattle, where the brothers continued to build boats in the old Tokio Café (Tokyo Tea Room).

During World War I, the Pockock brothers were recruited by Bill Boeing to build pontoons for Navy seaplane trainers. With a need for 150 pontoons, the brothers hired a crew to work with them and moved operations to Boeing's "Red Barn" on the Duwamish River. In fact, after completing construction of all the pontoons before even a single airframe had been finished, the production manager sent George to the assembly plant, where he quickly recognized and corrected inefficiencies in the work. Subsequently, Boeing had George Pocock tour a number of aircraft plants around the country and report back to Boeing. (Newell & Erickson, pp. 57-59) The superior craftsmanship and skill of the Pockock brothers was recognized, and they continued working for Boeing after the war ended. When work was slow, they would use the otherwise-empty space for building racing shells again.

In 1922, Dick Pocock left to become a shell builder and rowing consultant for Yale, a position initially offered to George but which he declined. Meanwhile, George had married Frances Huckle in Seattle and continued as a foreman at Boeing. Later the same year, UW Coach Rusty Callow approached George about building an eight, which he agreed to do in his off-hours provided that Callow could supply a space on campus in which to do it. Callow built the garret at the north end of the subject building, which the UW had relatively recently taken over from the Navy. Although Pocock had not anticipated leaving Boeing, he ultimately felt he could not do both things. As he recalled, "[o]n December 22, 1922, I left the Boeing Airplane Company and started anew in my old love, boatbuilding," (quoted in Newell & Erickson, p. 65). Thus, George Pocock returned to the UW campus as rowing consultant and boatbuilder. He completed the *Husky* in 1923, in which the varsity crew beat Navy and took the UW's first IRA national championship. This victory, and continued performance of the Washington crews in Pocock's shells, convinced coaches at other schools of Pocock's skill and the quality of his

boats (McClary, n.p.). Soon George had hired a number of apprentices to keep up with orders; three were from his Boeing crew and later another two were his brothers-in-law.

Pocock began using western red cedar for sheathing his boats in 1927, an innovation that was both more economical and more suitable for boatbuilding, due to its lighter weight and rot resistance (McClary, n.p.). Pockock happily passed on the reduced cost to the schools that purchased the boats, enabling smaller schools and clubs to afford the equipment. While this also increased orders, promoting rowing was much more important to him than was making money.

In 1936, 19 of the 23 shells participating in the IRA Regatta on the Hudson River had been built by George Pocock (McClary, n.p.). When the Husky crew won at the Olympic trials to earn a place at the 1936 Olympics in Berlin, Pocock built the *Husky Clipper* for the competition and accompanied the team as chief boatman for the American crews. During World War II, Pocock and his team stayed in the shop on the UW campus but built plywood parts for Boeing's B-17. George Pocock accompanied the American Olympic crews as boatman, and in some cases coach, during the 1948, 1952, and 1956 games (Newell & Erickson, p. 114). By 1956, "the [George Pocock Racing Shell Company] had a virtual monopoly in the United States and employed a dozen craftsmen, including George's son, Stanley, to keep up with production" (McClary, n.p.).

In 1963, George Pocock Racing Shells moved off the UW campus to a larger boathouse at 509 NE Northlake Way, when the university administration determined his private enterprise located on the public campus was in violation of university policy. During the same period, post-war innovation was leading to use of new materials in boat-building. While George did not embrace the new technology, his son Stan went on to develop many material "firsts" with rowing equipment. By 1970, George had turned over day-to-day operation of the company to Stan. George Pocock died in Seattle on March 19, 1976, just before his eighty-fifth birthday. He received numerous recognitions and honors in his lifetime, including induction into the Helms Rowing Hall of Fame in 1969.

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The features of the Landmark to be preserved include: *the exterior of the building; the interior building volume and roof trusswork; and a portion of the site around the building perimeter measured twenty feet out from base of the building.*

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