

# » HUSKY CHALLENGER RESTORATION - 2011

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The original Pocock logo decal.

## FAQ



Stan Pocock's "secret code."

**When was it built?** Pocock Racing Shells did not put hull identification numbers on their shells before the mid-70s so there was considerable debate on this point - with opinions ranging from 1946 to 1956 to 1960 - until Stan Pocock paid a visit and located the "secret code" (pencilled upside down on the cox'n footstretcher brace) that provided the definitive answer: it was the 18<sup>th</sup> "Standard VIII" Pocock built in **1960**.

**How long is it?** It is **61 feet overall**, with the rudder sticking out another foot or so. It is 24 inches wide at the waterline and has a draft of about six inches.

**What is it made of?** The hull planking is old-growth, tight vertical grain western redcedar, 5/32" thick; the keel is sugar pine; the shoulders (rigger timbers) are ash sawn to shape; gunwales, seat stringers and slats are Englemann spruce. (Stan Pocock says: "Some of these components changed as time went on but I think they are true in the HC.") The riggers are steel, with bronze oarlocks; tracks are stainless steel; footstretchers are leather nailed to wooden clogs; seats are shaped, laminated western redcedar, spruce, and sugar pine.

**How many people row in it?** The HC is an **8+** racing shell, which means it holds eight rowers plus a coxswain (or cox'n). It is a **sweep** boat, in which each rower uses both hands to pull on one long oar. (In **sculling** boats, each **sculler** pulls two oars, or **sculls**.) The cox'n sits facing forward in the stern of the boat, steers, and gives commands to the rowers, who sit facing aft.

**Where/when was it used?** The HC was a University of Washington Huskies varsity men's crew competition boat in the early 60s. It was kept in New York for the annual national races - the two chevrons on the bow mean that it won at least two big races. During that time, rowing crews had begun traveling by plane, rather than train, and there was no easy way to transport shells back and forth across the country. (Today, rowing programs use large trailers that hold multiple shells, pulled by trucks.) It was later returned to Seattle where it was used as a freshman crew boat, and then went to the Lake Washington Rowing Club. In 2002, it was donated to Port Townsend's Wooden Boat Foundation, which is now part of the Northwest Maritime Center.

**Who is restoring it?** In their novice year of rowing, the Port Townsend masters women's crew **Tuf As Nails**, along with other local rowers, partially restored the shell in the winter of 2003-4, then took it to San Diego in the spring where they raced it in the Crew Classic, the west coast's largest regatta. It was the first time a wooden shell had competed in that race since the 1970s. It subsequently developed cracks in the hull that were too extensive for quick repair so the decision was made to retire it until a complete restoration could be done. It was put on display in a local restaurant - the Public House - where it stayed until the spring of 2011. The Nails now own a modern, lightweight women's 8+ called the Orange Crush but have always loved the beauty of the classic Pocock shells. The HC is one of the few remaining wooden Pocock eights that can be restored to rowing condition. The members of **Tuf As Nails** are leading the restoration, with the help of master shipwright **Steve Chapin** (who builds new Pocock Classic cedar singles here in Port Townsend), members of the local **Rat Island Rowing & Sculling Club**, and Seattle's **Ancient Mariner Rowing Club**, plus plenty of encouragement from **Stan Pocock**. The Nails plan to race it one more time at the Crew Classic in spring 2012. Thereafter, it will remain at the Northwest Maritime Center for occasional use by the Nails and other local rowers - at Wooden Boat Festival races, ceremonial events, or on those rare, perfect summer sunrise mornings on Port Townsend Bay.



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