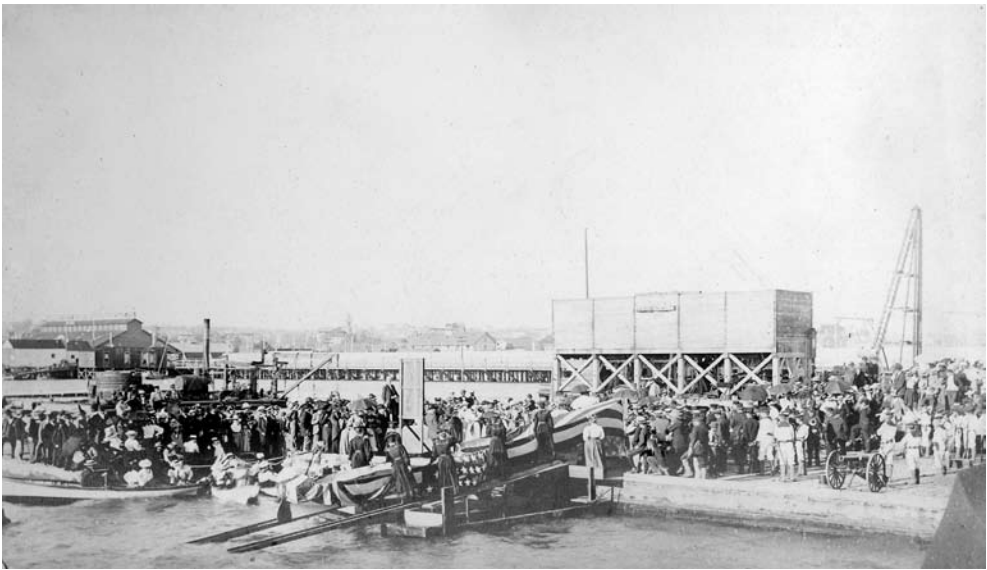


ZLAC Rowing Club, 1892-2007

Molly McClain

In 1992, ZLAC Rowing Club celebrated its 100th anniversary with a gala at the U.S. Grant Hotel and the publication of a history written by Helen Wetzell Wallace. This year, the club will commemorate another special occasion—the 75th anniversary of its clubhouse on Mission Bay. Designed by architect Lilian J. Rice, the clubhouse provides a visual reminder that America's oldest women's rowing club works to preserve its past and to encourage future interest in the sport.

ZLAC was founded in 1892 by Lena Polhamus Crouse, the daughter of Captain



ZLAC's first barge was launched on August 3, 1895, from the landing float adjacent to the Point Loma Ferry landing. Courtesy of ZLAC Rowing Club, Ltd.

Albert A. Polhamus, a pilot on the California coast and captain of the tug *Santa Fe*. She persuaded her sisters, Caroline and Agnes, and their friend Zulette Lamb to form a rowing club. Rowing was more than a popular sport; it was also a way to get around San Diego Bay, albeit in a butcher boat. Inspired by their male counterparts, the girls chose ranks—"Captain," "First Officer," etc.—and used the first letters of their names to form the acronym ZLAC. In 1894, the San Diego Rowing Club (SDRC) loaned them a six-oared barge that had been dug up from the bottom of the bay. Shortly thereafter, ZLAC commissioned an eight-oared barge from Fred Carter, the architect and designer of the famous Herreschoff yachts, raising money from families and friends.

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On August 7, 1895, members of Crew I raced on Salt Water Day. Courtesy of ZLAC Rowing Club, Ltd.

The new barge and its female rowers caught the eye of officers and men on Navy ships anchored in the harbor. Lena Crouse recalled, "As we rowed back and forth past these Navy boats, the order was 'eyes in the boat.'...The girls didn't need to rubber around at the men—the men did all the rubbering."¹ In 1896, officers of the *USS Monterey* presented them with a pennant, a black Navy tie embroidered ZLAC, that now hangs in the clubhouse.

The San Diego Historical Society's new exhibit, "Places of Promise," will include ZLAC's first barge along with photographs and memorabilia donated by club members. *ZLAC I* was built in Charlie Langell's workshop at the foot of G

Street and launched on August 3, 1894, from the landing float at the foot of H Street, now Market Street. It is 38 feet long and 52 inches wide amidship, planked with Port Orford cedar and covered with cotton canvas. Originally painted white, it now has fiberglass siding. It retains its original sliding leather seats, an innovation that became popular with East Coast colleges and universities in the 1870s. Sliding seats allowed rowers



Members of Crew I, 1900. Standing, left to right: Zulette Lamb, Agnes Polhamus, Florence Roper, Carolyn Polhamus. Seated: Jean Grow, Grace Slocum, Lena Polhamus, Ethel Dyer. The ZLAC uniform consisted of a black ankle-length woolen skirt with rows of yellow braid sewn around the hemline, collars, and cuffs of the middy blouse. Courtesy of ZLAC Rowing Club, Ltd.

to increase the length of their stroke and to use the power of the legs, arms, and back. ZLAC I was donated to the Society and moved into the Casa de Balboa in August 1889.²

At the turn of the century, many women's rowing clubs and collegiate teams were established in an effort to improve physical fitness and to compete in a sport made popular by men. Wellesley College in Massachusetts founded the oldest surviving women's rowing program in 1875. Cambridge University's

Newnham College founded a women's collegiate "boating society" in 1893 while Cornell University started a competitive women's crew program in 1896.³

In San Diego, ZLAC inspired the creation of many rowing clubs for high school-aged girls. Russ High School, later San Diego High School, sponsored teams such as the Nereids (1895), the Mariners (1898), and the White Caps (1900). In 1895, ZLAC competed in rowing and swimming events with the Waterbabies, L'Esperance, the Columbias (1894), the Gondoliers, and La Feluca (1894), and the Nereids crew. Other teams included the La Sienas (1899), the Oceanids (1901), the Las Corarias (1901),



In 1902, ZLAC relocated its clubhouse from the foot of Fifth Street to the Paulson's wharf at the foot of H St. (now Market Street). Commercial wharves can be seen in the background, 1915. ©SDHS #89:17617-2.



ZLAC's clubhouse was decorated with paper lanterns, bamboo stems, and nautical memorabilia. Over one door hung a banner with the words, "Should auld acquaintance be forgot and days of auld Lang Syne." Over another hung a banner for the White Caps, a high school crew that joined ZLAC in 1901 to become Crew II. ©SDHS 89:17552-3



In the late 1920s, ZLAC purchased land on Mission Bay in Pacific Beach and planned to build a new clubhouse. This view of Pacific Beach, looking south from Mount Soledad, shows Mission Beach (upper right) and Crown Point (upper left) with Point Loma in the distance, 1928. ©SDHS #8328.

the Olympia (1897), the Nautilus (1904), the Twilight Maids (1904), and the YWCA (1912). Women's collegiate rowing began with the formation of the Rowing Club of State Normal School of San Diego in 1898. Women formed four crews—the Sylphs, the Dog-Watch, the Sobre las Olas, and the Asparas—to compete in local regattas. SDRC provided quarters for many of the women's teams, including locker rooms, showers, and equipment storage.⁴

Crouse recalled that she and her sisters rowed for fun and adventure:

Our boyfriends would go out in their boats, rowing or sailing, and in the summertime would not come back for days, sometimes weeks. When they did return, they would tell us what fun they had had camping on some beach. They made it sound like a great adventure. What fun it would be for ZLACs to have such an adventure. We thought about it a great deal. I personally dreamed of it day and night. We could row, sail and swim as well as the boys. Why couldn't we do as they did? The answer was always the same. We were girls, and girls just didn't do such things.⁵

SDRC's Henry H. Palmer joined Crouse and her friends on their early escapades. A Princeton University-educated rower and swimmer, Palmer had come to San Diego to recover his health. He helped ZLAC to acquire its first barge, taught the crew to row, attended parties, and chaperoned the young women when they took holiday outings to Rancho Guajome, San Luis Rey Mission, El Cajon valley, and San Miguel Mountain. Crouse described him as ZLAC's best friend, "a perfect gentleman in every respect,



Woodblock print showing the ZLAC boathouse, 1907, signed by Leda Klauber. Courtesy of ZLAC Rowing Club, Ltd.

and our families trusted him and knew no harm could befall us while he was in the boat.”⁶

In 1899, ZLAC stored its barge on Paulsen’s wharf, located at the foot of H Street. They built a branch wharf and a clubhouse there in 1902. Twenty years later, membership had expanded considerably. The clubhouse became crowded rather than cozy and rowers found themselves “in much the position of the Old Woman in the Shoe, without being able to solve the problem by her whimsical expedient.”⁷

In the 1920s, ZLAC began to search for a new home “close to deep and quiet water, not crowded, with plenty of room, and not bumped by commercial activities.”⁸ After the opening of the Panama Canal in 1915, commercial and naval shipping had increased dramatically, causing rowers and owners of small watercraft to feel unwelcome on the bay.⁹

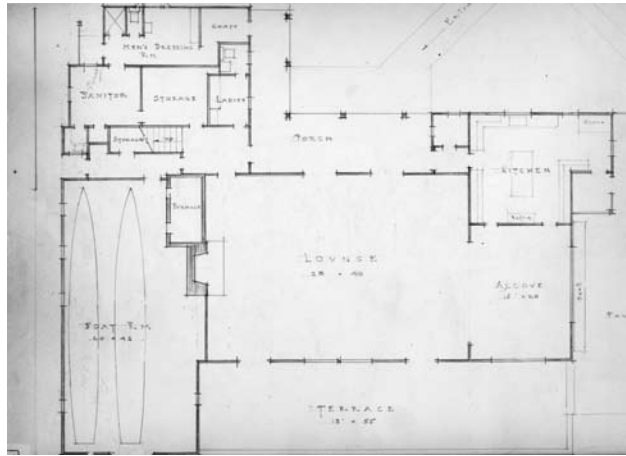
ZLAC considered two locations—La Playa and Mission Bay—before deciding on the latter. In December 1926, the club purchased two waterfront lots at Dawes Street in Pacific Beach for five thousand dollars. Crouse nearly cried when she first saw the lots: “there was nothing but water...I stood at the edge of the lake for a long time wondering how we ever got into such a tangle” and whether or not the club could get its money back.¹⁰ On low tide, however, the lots turned into marshland that could be dredged and drained. Lena Winn, a member of the club’s board of directors, “urged the girls to go out and see it. She asked them to realize that while we bought only two lots they were double in size of the ordinary lot and therefore equal to four, that the property was accessible both by the water and by Pacific Avenue [Pacific Beach Drive], and that Pacific Avenue is expected to become



Lilian J. Rice (1888-1938) supervised the development of Rancho Santa Fe before starting her own architectural practice. This 1923 photo shows Rice, left, in front of the Inn at Rancho Santa Fe, accompanied by Norma McLean, Virginia Smith, and Bertha Kreuziger. ©SDHS #2611-5.

a business street. She urged that they call it their building site."¹¹

In the late 1920s, Pacific Beach consisted of scattered farms and pasture land. Garnet Street was a dirt road leading to an unsteady Crystal Pier (1927), built by a local real estate developer. Braemar, an estate owned by Frederick Tudor and Sarah Emma Jessop Scripps, covered several acres at the northwest corner of Mission Bay. The Number 16 street



Rice's plans for the ZLAC clubhouse won an award from the American Institute of Architects in June 1933. ©SDHS, AD #1014-010 F3-D13.

car line, opened in 1924 and connected downtown San Diego with Ocean Beach, Mission Beach, and La Jolla.¹² People traveled to the Mission Beach Amusement Center (1925) to ride the Giant Dipper Roller Coaster or to take a dip in the Plunge, at that time the largest salt water pool in the world.

The club's new lots, located at the eastern edge of the Scripps' estate, needed to be improved before building could begin. Lilian Rice, a member of Crew IV and president of ZLAC from 1915 to 1916, inspected the property in early January 1930. She recommended the construction of a sea wall, located fifty feet beyond the club's property line.¹³ By November 1931, engineers had filled the lots and completed the curbs, culverts, flood gate, and sea wall. The Crescent Beach Improvement Club planned a sandy beach to stretch from Crown Point to Dawes Street. Thomas Osborn Scripps, who lived next to his parents, offered to continue it past the Braemar property; he also contributed money for the improvement of Dawes Street.¹⁴

ZLAC chose Rice to design their new clubhouse. In 1931, the Building Committee submitted the following recommendation:

1. That Miss Lillian [sic] Rice be engaged as the architect for the new clubhouse.
2. That the 'Monterey' style of architecture (of board and batten) be selected as it is considered the most suitable, attractive, and economical type of construction for the club house.
3. That the proposed building be considered the first unit of a larger building to be constructed at some future date.
4. That Miss Rice, the architect, be instructed to proceed immediately with the drawing of plans which will incorporate as many of the features suggested by the various committees as possible and still be thoroughly compatible with this committee's desire to keep the building cost within reasonable bounds.¹⁵

In 1932, Rice was a well-respected architect with her own practice. She had received her degree in architecture from University of California at Berkeley in 1910 and, in 1931, became one of the few female members of the American



The north side of the clubhouse, ca. 1935. The new building included a large hall, kitchen, dressing rooms, showers, and a boathouse. ©SDHS #OP12909-1.

Institute of Architecture. She had worked part time in the architectural office of Hazel Waterman and taught mechanical drawing and descriptive geometry at San Diego High School and San Diego State Teachers College. In 1922, architects Richard Requa and Herbert Jackson hired her to supervise the initial development of Rancho Santa Fe, one of the first planned communities in California. She designed the school, library, civic center, La Morada (now the Inn) and a number of residential structures in a Spanish Revival style. Sam W. Hamill, FAIA, worked



The interior of the clubhouse reflected an Arts & Crafts aesthetic with its large fireplace, exposed rafters, and unadorned redwood walls, ND. ©SDHS #79:3.

as a junior draftsman in Rice's Rancho Santa Fe office in 1923. He wrote, "The thing I remember most about Miss Rice was the wholesome, sympathetic and sensitive understanding she brought to student, employee or client. Her residential designs, the major portion of her work, seemed to reflect the personality and life-style of the client. Miss Rice was devoid of the autocratic ego so common to gifted designers."¹⁶ According to Elinor Frazer, one of her students and later friends, Rice was inspirational:



This view of the clubhouse from Mission Bay shows the attached boathouse, left, and the dock. The barges were moved from the boathouse to the water on rails. Courtesy of ZLAC Rowing Club, Ltd.

She'd drive down Highland Avenue on her way to her parents' home in National City in a great white roadster with the top down and her scarf flying in the breeze...She wasn't really pretty, but she was blonde and attractive and you could tell immediately she was a person of character. I would dream, 'Oh, to be an architect!' She always looked like she'd stepped out of a bandbox. She dressed for each occasion, but in the office almost always wore a long, simple, shirt type of dress made of striped silk.¹⁷

Rice's plans for the clubhouse, presented on March 26, 1932, showed a modest structure with single-wall construction, an attached boathouse, a fireplace, kitchen, hall, and dressing rooms. The redwood walls were left unfinished. Perhaps she derived inspiration from her Rancho Santa Fe Garden Club (1926), which also used exposed structural finish wood. According to Hamill, the ZLAC clubhouse was noted for its "sensitive treatment of wood exposed as structural and finish material, achieving architectural forms developed on the Pacific coast and in the Pacific northwest." He suggested that the building "showed much the same feeling developed in the San Francisco bay region of William Wilson Wurste, FAIA, who was also a graduate of Berkeley."¹⁸

After the groundbreaking in May 1932, Rice visited the construction site almost daily. The Diamond Construction Company raised the clubhouse while the Campbell Machine Company built the marine ways, wharf, and float. Several times a week, Georgie Hardy Wright and her friend Kate Sessions came to plan the landscaping. Sessions, who owned a nursery in Pacific Beach, provided the club with shrubs and trees, including several *leptospermum*, or tea-trees, native to Australia and New Zealand.

The interior of the clubhouse reflected an Arts & Crafts aesthetic with its large

fireplace and exposed rafters. The hall was decorated with rattan furniture that included "6 Philippine chairs," a large sofa, wooden benches, tile coffee tables, and light fixtures designed by artist Gilbert Rose that were intended to have a "seaweed effect."¹⁹

In order to raise money for the new clubhouse, ZLAC held fundraisers during annual May garden fetes at the Braemer estate. From 1928-1933, the Scripps opened their exotic gardens to the public, offering tea, dancing, and puppet shows for children. An orchestra played on the tennis court while ZLAC members gave guided tours of the grounds. The Scripps permitted the club to sell home-made candies, hooked rugs, hand-made pillows, and other items. Sensitive to the economic hardships caused by the Depression, the hosts decided in 1930 that no charge would be made for tea, dancing, or cakes. Nevertheless, the club still managed to show a net profit of \$1,138 in 1931.²⁰

Sarah Emma Jessop Scripps became an honorary member of ZLAC and, with the help of her gardener, designed a small garden on the north side of the clubhouse. A dry-stone wall with an inset bench curved around a fishpond. She added a small statue of an Indian maiden from the studio of Donal Hord. On her death in September 1954, ZLAC remembered "the patio with its lawn and pool and flowers" as "a lasting monument to her labors and love for us."²¹ The following year, Braemar was sold to Vernon Taylor and Clinton McKinnon for the Catamaran Resort Hotel.²²

Lena Polhamus Crouse remained involved in the club until her death in 1957. Rowers describe her as an extraordinary person, "She was just something very, very special."²³ She attended Stanford University for one year (1893-94) before returning to San Diego as a teacher. Virginia Anne Grady described her as "very rigid, of course, she'd been a school teacher," but a wonderful story-teller and "a marvelous person to know."²⁴ She married Warren Sefton Crouse in 1902 and raised a daughter, Harriet. In 1918, she was elected to the San Diego City and High



Two barges race on Salt Water Day, 1938. Courtesy of ZLAC Rowing Club, Ltd.



Crew III celebrated its 50th Anniversary on October 23, 1951. It included former members of the Mariners, a high school crew that joined ZLAC in 1901. Left to right: Frances Henking, Alice Shaw McCoy, and Brooke Frevert Miller. ©SDHS, UT #84:29424-1, Union-Tribune Collection.

School Board of Education before going back to college in 1922. After the death of her husband, she rented a house in Mission Beach and, according to one member, “always supervised the construction of each home on Mission Bay—we had to row over and take a look.”²⁵

Crouse taught new members to row. “She ruled with an iron hand,” Mary Lovelly Gault recalled, “If she didn’t like you, she didn’t like you. That person wasn’t around very long because they couldn’t take her.” Still, Gault described her as “wonderful.” She would organize rowing parties on Friday afternoons. “She’d take us out in the barge, and we’d row...she made you row until you couldn’t stop. I can remember I could hardly catch my breath.” Once in a while, they would row over to Crown Point with their picnic baskets and have dinner on the beach. After supper, “we’d all these different stories.” She added, “it’s

all sit around the fire...and she’d tell us all too bad somebody didn’t record these.”²⁶

The mud flats of Mission Bay made rowing a challenge. ZLACs had to time their activities with the tide-tables so that there would be enough water to get back to the dock. Dorothy Rock recalled pushing the boat over the mud flats, “And it was oh, jeez.”²⁷ Gault described how she and a friend would take a rowboat out “on the mud flats and we’d buy potato chips. She and I’d sit in the boat out there in the mud flats eating potato chips with nothing to drink, you know. Anyway, we’d have to push off in that oozy mud.” Sometimes they dug up clams and left them in the rowboat for the seagulls to eat.²⁸

Social activities took the place of sport for members unwilling to brave the mud. The club held luncheons, theatricals, Salt Water Day activities and the annual Christmas Tea.²⁹ Their caretaker, a small, carefully dressed Englishman with tidy habits, “wanted to serve tea every afternoon to anybody that came,” Gault recalled, “He’d



Zulette Lamb Barber, one of the original founders of ZLAC, June 10, 1955. She and the Polhamus sisters—Lena, Agnes, and Caroline—used the first letters of their names to create “ZLAC.” ©SDHS, UT #84:425-1, Union-Tribune Collection.



Salt Water Day, July 25, 1954. ©SDHS, UT #84:29438-1, Union-Tribune Collection.

wear his stiffly starched jacket and he'd serve tea."³⁰

In the 1930s, ZLAC members became increasingly concerned to appear as refined sportswomen, not competitors. Athleticism had come to be considered unattractive, even unfeminine, despite growing numbers of women involved in sport. In a 1932 *Vanity Fair* article, reporter Paul Gallico mocked Mildred ("Babe") Didrikson, one of the greatest female athletes of her generation, by describing her as a "Muscle Moll" who would never find a husband.³¹ According to one historian, such remarks reflected a general fear that men "might be challenged or even displaced in governance of basic social order."³² It also was a sign of the public's disdain for working-class women in sport. When eleven ZLAC collegiate rowers were hired to portray Swiss boarding school girls in a Hollywood movie, *Eight Girls in a Boat* (1934), Crouse was concerned that they look like "ladies." Katherine Pendleton Barley recalled,

She said that she wanted us to be ladies and be very proud of who we were and where we came from and we must go dressed properly. We all went and spent more money than we made to get a few clothes to wear up on the train. I'm sure nobody cared, but at any rate we had fun.³³

During World War II, ZLAC opened its clubhouse to injured servicemen who were convalescing at the Naval Hospital. Members held tea dances under the strict supervision of Crouse. According to one member, she was "the task master out there. She carried a broom, carried the regular old-fashioned broom, and if she saw something she didn't like, she'd tap on the shoulder. She was watching so that nothing ever happened out there."³⁴ Nevertheless, many ZLACs met their future husbands at those dances. In 1946, the club founded its first newsletter, *Eight Oars*, to communicate with members who had moved away from San Diego

during the war. The club also hired Lillian Scott ("Polly") and Stephen H. ("Bud") Neal to serve as resident managers. Bud worked as a salesman for ABC Brewery and later the Servette Company. Polly cared for the clubhouse, grounds, and generations of ZLAC women. They retired in 1997.

During the 1940s and 1950s, the club developed strategies to preserve a homogenous membership in terms of socio-cultural and economic conditions. Lists of members read like a "Who's Who" of prominent San Diego families and included the wives of Navy officers.³⁵ In order to ensure social continuity, the club encouraged "legacies," new members whose mothers or grandmothers had rowed with ZLAC. They also engaged in a highly selective admissions process.

Gene Nelson Gray became a member through the efforts of her mother-in-law, despite the fact that she did not row. She and her husband, however, played bridge. "After about the third meeting I became pretty casual," she said, "it was like, I'm being accepted by family because that was what Crew VIII was."³⁶ Mariella "Mary Agnes" Benton joined because "three of my husband's relatives were members so there was no doubt that I would become a member." She added, "I never did get involved in rowing."³⁷ Sally Lyons, a member since 1936, said, "It still means a great deal to have the daughters of our friends and granddaughters of our friends as members."³⁸

Members, traditionally divided into age-specific crews, held bridge parties, terrace luncheons, fashion shows, dinners and dances. Gray particularly enjoyed the June luncheon where there was a competition to see "how many people would come and fill tables for Crew X or Crew XI" or others. The oldest group of women, Crew VI, would claim victory, saying "we all came," referring to the seven surviving members. Notices of ZLAC events appeared in the *San Diego Union* and the *Tribune*. Gray recalled, "Eileen Jackson would write a column for the paper in the society news and that was it, society news, and you would look for your name and you would look for your family's name." She said, "When you look back on it, it seems rather shallow, the things we did, because they really didn't make anything great for human beings...but they were fun for us." She worried that current members neglected activities such as the Christmas Tea, for attendance "isn't nearly what it used to be."³⁹ Benton, who served as President of ZLAC in 1964, noted that the club "used to get a lot of publicity in those days."⁴⁰

In the 1960s, members began to question the exclusivity of the club. The civil



New subjunior pose on the clubhouse stairs, September 10, 1954. ©SDHS, UT #84:29439-1, Union-Tribune Collection.

rights movement, which would transform American society, drew attention to race, class, and gender inequalities. In 1966, Marjorie N. Breitenbach drew up a list of queries in advance of the club's 75th anniversary. She asked, "Who is a typical ZLAC? Housewife, career girl? Socially ambitious or unambitious? Conservative or liberal? Educational level? Broad-scale interests or a little provincial?" She continued, "Do you believe that ZLAC attracts, or tends to discourage, potential or actual community leaders?" Finally, "ZLAC has a highly selective membership process. Do the other 4,999,400 [sic] residents of San Diego realize that they are excluded?"⁴¹

Slowly, ZLAC began to shed its image of white gloves and tea parties in favor of a less polite, more competitive, demeanor. At the same time, rowing began to spread beyond East Coast prep schools and Ivy League campuses to include people from a variety of different social backgrounds. Brian Ford, a coach at Miss Porter's School in Farmington, Connecticut, remarked, "Rowing may have preppy cachet, but it's a hard-nosed sport and you can't be soft."⁴²

Rowing became easier with the construction of Mission Bay Aquatic Park. Between 1945 and 1962, the Army Corps of Engineers dredged Mission Bay and constructed jetties, peninsulas and islands. Dredging started in 1946 at Gleason Point, now Bahia Point. By 1956, the entire area west of Ingraham Street would be cleared. Grady, who moved to Mission Bay in 1955, recalled that "those dredges would go on all night long—bang, bang, bang, bang, bang."⁴³ In 1959, engineers used dredged materials to extend Santa Clara Point and to create Fiesta Island.⁴⁴

The development of Mission Bay, however, created potential problems for the club. In 1959, ZLAC President Mary Veed Walt told members that the Crescent Beach Development Association's fifty-year water lease was due to expire in seventeen years. In 1976, the beach would become public property "to be used as the city sees fit." Street ends belonging to the city "may be used as launching sites for boats unless, after the lease expires, a highway is built along the beach." Meanwhile, R-4 zoning would cause private homes to give way to multiple dwellings "and taxes will go higher."⁴⁵ The club considered moving from Dawes Street to El Carmel Point, next to the Mission Bay Yacht Club. However, they decided to stay put, hoping that Army Corps of Engineers and the Crescent Beach Development Association would permit them to build a boathouse on concrete pilings in the bay.

In 1960, the club asked architect Sim Bruce Richards to draw up plans for a new boathouse. Richards, a highly-regarded architect, had trained with Frank Lloyd Wright as a Taliesin Fellow between 1934 and 1935. In San Diego, he built dozens of homes in Mission Hills, Point Loma, and La Jolla. He also designed the nearby Mission Bay Aquatic Center (1960). The building committee felt comfortable working with him as he was "a great admirer of the work of Lillian [sic] Rice, who designed the present clubhouse, and has previously remodeled other of her projects."⁴⁶ Moreover, he was known for his use of natural materials, particularly redwood and cedar. An exhibition of his work noted that he did not see houses as man-made objects that should be separated from the landscape: "He thought people were already separated from nature to a dangerous degree. We need an architecture to return us to the earth. His houses became part of the natural land as much as the rocks and the trees."⁴⁷

Richards worked with George Saunders, structural engineer, and Jack Liebman,



ZLAC's new boathouse and pier, right, were designed by Sim Bruce Richards in 1962. Photo by Joe Diamond, 1963. Courtesy of ZLAC Rowing Club, Ltd.

consulting engineer, to design a U-shaped boathouse over the bay. ZLAC President Janet Ayers told the membership that:

The men have considered the minutest details, including safety for our members and boats. The motors to let the boats into the water will be finger-tip controlled, so that when a button is released everything stops, eliminating any danger. Truly we are living in a push-button age—and the total launching time will be approximately three minutes! The boat house is to be U-shaped, supported on concrete pilings, which are more attractive than metal, and do not deteriorate with weather, age or tides. The building will be open at the south end, and protected from vandals with wire gates which lock on the inside.⁴⁸

Crescent Beach Development Association, however, refused to permit the construction of a structure that would block neighbors' views of the water. The club decided, instead, to build a boathouse on the vacant lot east of the clubhouse. In 1962, Richards drew up the plans for a 2,500 square foot structure with 8 foot ceilings. The result was a striking example of American organicism. According to one architectural historian, the building combined "modern aesthetics and abstraction with a strong sensibility of place and tectonics."⁴⁹ Although the structure was modern, Richards paid attention to local building traditions and construction techniques. The editors of *Architectural Digest* recognized his award-winning design. Richards also remodeled



Joe Diamond, Lois Doane, and Jean Chestnut slide the barge out to the water on concrete pathways, October 10, 1962. ©SDHS, UT #85:7020, Union-Tribune Collection.



Thursday Morning Rowers in the ZLAC barge, April 7, 1973. Bow to stern: Mary Jessop, Ellen Roche, Annette Frank, Margaret Redelings, Judy Browne, Betty Sullivan, Nancy Leydecker, Suzanne Leibmann, and Mary Maddox Grandell (coxswain). ©SDHS, UT #88:K7006-3, Union-Tribune Collection.

the existing boathouse into a second meeting room, the “Trophy Room,” with kitchen facilities and an upstairs apartment for the Neals. Saunders and Liebman, meanwhile, created a pier and float. ZLAC celebrated the opening of the new boathouse on October 14, 1962.⁵⁰

The 1960s marked the beginning of new era for rowing. At the 1960 Olympic Games in Rome, the U.S. men’s eight-oared crew suffered its first defeat in Olympic



Juniors scull on Mission Bay, April 1975. Bow to stern: Alice Lee, Anne Benton Chuter, Shelly Shaner, Patty Mallory, and Stacey Melhorn (coxswain). ©SDHS, UT #88:L9949, Union-Tribune Collection.

history to the West German team. Americans attributed the success of both German and Soviet teams to childhood training and advanced oar and shell design. Cold War politics spurred athletic competition and rowers founded hundreds of clubs and organizations, including the U.S. National Women's Rowing Association (1964) and the National Rowing Foundation (1966).



Juniors in eight-oared shell, June 26, 1975. ©SDHS, UT #88:M1263-1A, Union-Tribune Collection.

The introduction of fiberglass racing shells also encouraged competition. In 1959, the club met with representatives of SDRC to decide “whether this new type boat would be feasible for our use.”⁵¹ They ordered two 4-oared rowing shells, two penyans, and three small rowboats. SDRC housed the shells until the new boathouse could be built, trained coxswains, and showed rowers how to use and care for the new shells. Dimaris Howe Michalek remembered, “we had to keep them at the old Rowing Club which is now the Chart House. We went down there and rowed, usually on weekends.”⁵²

In 1964, ZLAC organized its first competitive crew coached by Patty Stose Wyatt and Suzanne Liebman. The club hosted lunches to promote the West Coast Invitational Regatta, inviting the mayor and the presidents of University of California at San Diego (UCSD), San Diego State University (SDSU), and the University of San Diego (USD). Wyatt helped start the San Diego Crew Classic in 1974, the first major competition of the spring season for collegiate crews, and served as the regatta’s first general chairperson. She also served as the chairperson of rowing and canoeing at the 1984 Olympic at Lake Casitas. Michalek recalled that Wyatt was “the one we all looked up to in my era.”⁵³ Another important member was Debbie Ayars De Angelis who became vice president and, later, president of the National Women’s Rowing Association (NWRA).

During the 1970s and 1980s, the Mission Bay Aquatic Center supported the activities of many teams, including ZLAC. It operated as a joint venture of SDSU’s Associated Students and UCSD’s Physical Education Department with contributions from USD, ZLAC, and Friends of Rowing. Collegiate teams and ZLAC juniors rowed from the Del Beekley Rowing Center administered by the Mission Bay Rowing Association. At this time, ZLAC raced four-oared shells with names that reminded members of their history, *Zulette*, *Agnes*, *Mariners*, and *Whitecaps*.⁵⁴

Juniors raced in the San Diego State College Invitational Regatta, the Western Intercollegiate Rowing Championships, the San Diego Crew Classic, the Long Beach Western Regional Regatta, the U.S. Women’s Rowing Championships, the Women’s Southwest Regionals, the Lake Merritt Invitational, and other regattas. In 1974, juniors Carolyn Patten, Jackie Stitt, Cathy Thaxton Tippet, Elizabeth Neeper

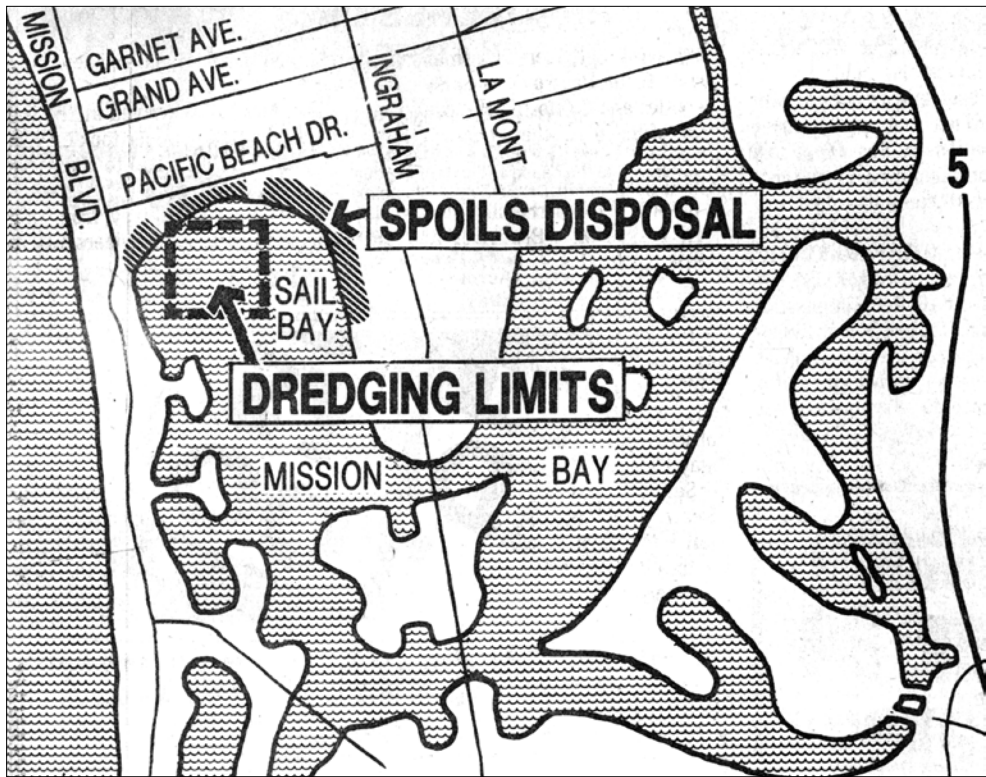


Olympic Silver Medalists, Women's quadruple sculls with coxswain, August 4, 1984, XXIII Olympiad. Left to right: Anne Marden, Lisa Rhode, Joan Lind, Ginny Gilder, and Kelly Rickon Mitchell, a coxswain from ZLAC. Courtesy of ZLAC Rowing Club, Ltd.

McIntyre, and Nancy Gausewitz Berner won the gold medal and the national championship at the National Women's Rowing Association event in Oakland. Patten went on to become the first varsity female coxswain at the University of Washington, Seattle. Tippet rowed on three U.S. Olympic teams, 1976, 1980, and 1984. She also participated in nine national teams competing in Europe between 1974 and 1984. In the late 1970s and early 1980s, ZLAC had two women who became National Team coxswains: Kelly Rickon Mitchell and Lynn Silliman. In 1981, ZLAC's Sherry Ryan and Sara Vafis were the first U.S. Junior Women ever to qualify for the World Finals. Ryan later made the U.S. Junior National Rowing Team. Rickon Mitchell and her crew of four won silver medals at the 1984 Olympics in Lucerne.⁵⁵

In 1976, the club was threatened with the loss of their pier and the disruption of their rowing program when the beach and shoreline around Mission Bay became city-owned property. The City of San Diego notified local residents, including ZLAC, that they would have to demolish their piers. At the time, twenty-eight private docks extended into the bay. In a speech before the Park and Recreation Board, Mary Barnise argued that ZLAC's pier served the public. She explained that the club had shared its facilities with the Mission Bay Rowing Club and the Associated Rowing Club since 1963. She added,

We hope you all know of our active leadership and participation in the Regattas and Crew Classics on Mission Bay. Our members have also been active in West Coast and National Regattas. Needless to say – WE WANT TO KEEP ROWING – Our pier is necessary – each 4 oar shell is approx[imately] 40 feet long and quite heavy. We have the launching equipment needed and our pier was built as a rowing pier.⁵⁶



In 1984, San Diego Parks and Recreation announced that 270,000 square yards of bottom sand would be dredged from Sail Bay and deposited on shore to create a public boardwalk on the beach, San Diego Union, November 8, 1984. Courtesy of ZLAC Rowing Club, Ltd.

The club got a brief reprieve when San Diego's Park and Recreation Board recommended that the ZLAC pier be leased to a community rowing group, later the ZLAC Pier Association.⁵⁷ For eight years, it became city-owned property and a public rowing pier. The club paid a monthly rental fee to the city; it also maintained the pier and provided liability insurance.⁵⁸

In 1986, however, ZLAC had to remove its pier and float. The "Master Plan for the Improvement of Sail Bay," approved in 1977, required all piers to be removed so that the bay could be dredged and a public walkway constructed. Workers pulled up the bulkhead, cement, bricks, palm trees and one pine tree. Milly Conard recalled, "Of course, we knew when bought that property...that there was a time limit on having it a private shore. That was the only place in the whole city, I guess, that had a private beach...But it was a blow when it happened. And to lose the pier and to lose our big boats, that was the hardest part."⁵⁹ No longer able to get the heavy wooden barges to the water, the club donated ZLAC I to the San Diego Historical Society and housed ZLAC II with the Kettenburg Boat Works. The latter, built in 1910, now resides in the club's parking lot.

The club also lost its privacy with the construction of a ten-foot wide walkway along its property line. In 1990, the walkway extended along the perimeter of Sail Bay and connected a plaza at Verona Court with five "nodes" containing raised planters and concrete benches. In the June issue of *Eight Oars*, Joann White explained,



In 1990, a public boardwalk with benches was built in front of the clubhouse. It is used by walkers, bicycle riders, skateboarders and others, 2007. Author's collection.

The beach in front of ZLAC is now covered with 5,200 square feet of concrete beginning at the west end of Dawes Street and ending near the east side of the clubhouse...Our node is adorned with two wide and boxy seating areas, called benches or bancos, in an L shape as well as a single banco. At the end of Dawes Street are two raised planters which are yet to be planted, two more bancos and six Bollard lights cunningly placed to trip up any sailor who tries to carry his surfboard to the shore. The promised drinking fountain has not materialized. Probably scratched from the master plan after someone poured Redi-crete into the one at Verona Court.⁶⁰

Older members remarked on the growing urbanization of the area. Jesse Thomas recalled, "The changes I saw mainly were the high rises and the apartments, and the parking. It was very difficult to get parking. And if you go to the beach it seemed like a Dana Point. There were groups that seemed to take the whole area and you felt like you were a stranger there now compared to before."⁶¹

As development changed the skyline around Mission Bay, the club became aware of the environmental consequences of population growth. Members of the Thursday Morning Rowers took up bird watching and poured over Peterson's *Field Guide* in order to identify surf scoters, blue herons, king fishers, snowy egrets and other wildlife. They took up the endangered brown pelican as their mascot and regularly counted the pelicans on the dock at Mission Bay Yacht Club.⁶² The club also became concerned about contaminated water. In 1980, organizers canceled the San Diego Crew Classic after storm-damaged pipelines poured 13.5 million gallons of raw sewage down the San Diego River into Pacific Ocean. Over two hundred signs posted around bay warned: "Danger – Contaminated water. Keep out."⁶³ Sea World also contributed to poor water quality, releasing up to 9.36 million gallons of wastewater a day into Mission Bay in 2000.⁶⁴



In 1984, President Pam Palisoul and the Board of Directors expanded the junior rowing program and hired a rowing director. Members of the 1983-84 Board, standing, left to right: Anne Lindsay, Jennifer Erickson, Ellen Davis, Alice Peschel, Kak Barley, Anne Pyle, and Lettie Sullivan. Seated, left to right: Nina Anderson, Debbie Goddard, Mary Virginia Gault, Helen Wallace, and Pam Palisoul. Courtesy of ZLAC Rowing Club, Ltd.

In the early 1980s, the club considered their role in training competitive rowers. Few members knew much about ZLAC's relationship to Mission Bay Rowing Association (MBRA). Lettie Sullivan wrote in 1981, "I, for one, was very uninformed. I knew MBRA was on Santa Clara Point; some of our shells were over there; some of our girls were rowing out of that boathouse instead of our own, and it was costing ZLAC some money. Why?" She went on to explain that the club did not have the facilities or equipment to train junior competitive rowers. If it



New juniors pose in front of the clubhouse, 1985. Courtesy of ZLAC Rowing, Ltd.



ZLAC juniors participate in a mixed-sex “Learn to Row” on the old barge, 1988. Courtesy ZLAC Rowing Club, Ltd.

wanted to “just get out of MBRA and bring rowing back home,” as some members suggested, it would have to acquire additional equipment, enlarge the boathouse, and hire a coach and rigger, among other things.

ZLAC took a preliminary step towards establishing its own junior rowing program with its establishment of the ZLAC Young Women’s Rowing Association in 1984. It was intended to draw young women from all over San Diego into the sport and to give the club a new tax status. Three years later, however, it was dissolved. The club still needed the organizational leadership, facilities, and equipment that such a program required.⁶⁵

Competitive rowing at the masters level began in 1986. Michalek convinced a group of ZLACs from Crew XI, all over the age of twenty-seven, to put together a boat. At the same time, her twin sister Susan Barnes began rowing with a group in Seattle coached by Dick Erickson. Together, they convinced the San Diego Crew Classic to allow the two groups to race against one another.⁶⁶ After that, masters women competed in the U.S. Women’s Rowing Championships, the Head of the Charles, the Women’s Henley Regatta,



In 1990, ZLAC won first prize in the Audi Women’s Masters Eight, Age 33+, at the San Diego Crew Classic. Pictured are Nancy Durham and Kathy Spiegel. Courtesy of ZLAC Rowing Club, Ltd.



In 2000, the boathouse was expanded for a second time to make room for offices and exercise facilities. Author's collection.

and other races. In 1986, the crew won a silver medal at the Masters Nationals in Seattle. In 1991, Sue Brickson and Martha Conn won two gold medals in the *Federation Internationale des Societes d'Aviron* (FISA) Masters Regatta. They also took an open-water double on the thirty-two mile "Catalina to Marina del Rey Crossing" in 1996.⁶⁷

A new boathouse would be key to ZLAC's development as a rowing club. Athletic Chair Pat Kilkenny told members in 1989,

It is now time to look to the future if we want to be visible for another 100 years and to be active in the rowing community as it is today, to become self sufficient again as Mrs. Crouse did in 1895. We then need an addition to the boathouse to have room in the future for an eight and perhaps a double, so we can have a good strong competitive and recreational program.⁶⁸

That year, ZLAC acquired its first eight-oared racing shell. A year later, the boathouse was extended by 22 feet to accommodate racks and boats. According to one member, "We knew the space was desperately needed when it was put to use before the construction was even completed!"⁶⁹

By the late 1990s, members agreed that the boathouse was still too small. They hired architect Scott Bernet to modify and expand the structure to 3,000 square feet with 13.5 foot ceilings, allowing for the storage of many eight-foot racing shells. A second story provided additional space for offices, lockers, and an exercise room. A large balcony overlooked Sail Bay. The new boathouse, dedicated in 2000, was named in memory of Dr. P. H. Dickinson. His widow, Ruth Dickinson, provided a generous donation while his daughter and ZLAC member, Nancy Dickinson Floodberg, oversaw construction.⁷⁰

By 2002, the club had changed dramatically. Ann Wallace noted that "where juniors and a few crew members were once the only regular rowers, we now have



Masters Rowers, 2004. Adult women continue to row for recreation and competition. Courtesy of ZLAC Rowing Club, Ltd.

several crews—many of whom will be off to the Head of the Charles regatta—certainly fulfilling the ideals of our founders.”⁷¹

Title IX of Educational Amendments of 1972, the first comprehensive federal law to prohibit sex discrimination against students and employees of educational institutions, was a boon to ZLAC. High-school aged girls and their parents realized that rowing could help them win athletic scholarships to prestigious universities. In 2005, more than 50 girls between the ages of 14 and 18 rowed in ZLAC’s juniors program.⁷²

Rowing also became more popular at the masters level. According to a 2002 *Wall Street Journal* article, the two fastest-growing competitive categories at the Head of the Charles are high-school rowers and masters women, mostly in their late 40s and 50s. Fred Schoch, organizer of the three-mile race on the Charles River in Cambridge, Massachusetts, said that adult women “see their daughters going down to the boathouse and signing up for crew” and “they say, ‘I want to do that, too.’” USRowing’s Margot Shuster remarked, “We see clubs that start with three or four masters rowers and end up with so many they have to turn them away.” When the organization sponsored a Learn-to-Row day in May 2001, more than 6,000 people showed up, most of them aged 40 or older.⁷³

In 2003, ZLAC created a coached masters program in order to draw in new members and to “encourage many of our members to get back on the water.”⁷⁴ Carolyn Thomasson returned to rowing after forty years, taking part in the Southwest Regional Masters Regatta in July 2004. Each year, masters rowers raise money for the Susan G. Komen Breast Cancer Foundation and participate in the “Row for the Cure.” In 2005, one crew transformed the *Polly Neal* shell into the “Pink Cadillac” by adding fins and raced as the “Pink Ladies” with pink hair, pink bandanas, and rhinestone glasses.⁷⁵

Social activities continue to be an important part of club life. Each year, ZLAC hosts a dinner for participants in the San Diego Crew Classic. It also holds award

banquets for its junior and master rowers. Masters rowers who complete more than fifty days of rowing in two calendar years receive the “Order of the Brown Pelican” while juniors get “The Sandpiper Award.” On Salt Water Day, ZLAC christens new boats such as the *Ellen Scripps Davis* and the *Kesinger*. Fundraisers include wine tasting events, an Oktoberfest, and a Very Merry Craft Bazaar. Members also gather at the clubhouse for special events. Sally Lyons noted, “ZLAC has meant a great deal to me...All big occasions have been celebrated here: our fortieth anniversary, our fiftieth anniversary, my eightieth birthday, my husband’s memorial service. My children learned to swim at ZLAC.”⁷⁶

ZLAC also works to extend the benefits of rowing to girls and women from all social backgrounds. Every year, the club offers educational programs for both juniors and masters. It also participates in USRowing’s annual “Learn-to-Row” day, offering the public tours of the boathouse and erg room and providing a history of the clubhouse and club.⁷⁷ In 2005, ZLAC president Nancy Perry wrote,

For over 100 years the club has addressed difficult issues, adapted to the needs of the younger generations but at all times honoring the older members and the wonderful tradition of the club. I would like to believe that we were continuing to adapt our club to the needs of our members—who span eight generations.⁷⁸

Members remain upbeat about the future of ZLAC. Michalek remarked,

One thing I must say is that they are still here. They have survived two World Wars and they’ve survived all kinds of depressions and recessions and whatever, they still have their property. They are still debt-free. They are still on Mission Bay. They are still turning out good athletes. It is still one of the best support groups and networking groups that I belong to.⁷⁹



The San Diego Historical Society’s new exhibit, “Places of Promise,” will feature ZLAC’s barge, “ZLAC I,” built in 1895 by Fred Carter, well-known on the East Coast as the architect and designer of the famous Herreschoff yachts. @SDHS.

NOTES

1. Helen Wetzell Wallace, *A History of the ZLAC Rowing Club* (San Diego: private printing, [1992]), 36. See also Helen Wallace, "The ZLAC Rowing Club," *The Journal of San Diego History* (JSDH) 6, no. 4 (1960): 97-100.
2. San Diego Historical Society, Curatorial Collection Files, "ZLAC Barge"; "No Easy Ride for Antique Barge," *Los Angeles Times*, August 26, 1989.
3. Thomas E. Weil, "A Brief Time-Line of Rowing," *Friends of Rowing History*, <http://www.rowinghistory.net/Time%20Line/Time%20Line.htm> (accessed March 22, 2007); Karen J. Jackson, "The Development of Women's Rowing in Southern California" (master's thesis, California State University, Long Beach, 1997), 6.
4. Jackson, "The Development of Women's Rowing in Southern California," 46-58 passim.
5. Wallace, *A History of the ZLAC Rowing Club*, 14-15.
6. *Ibid.*, 22, 31.
7. *ZLAC Rowing Club...By-Laws, House Rules, List of Members, January 1, 1922* (San Diego: private printing, [1922]).
8. Wallace, *A History of the ZLAC Rowing Club*, 49-50.
9. Members of the ZLAC Rowing Club interviewed by Ruth V. Held, March 30, 31, and April 8, 1992, SDHS Oral History, 5.
10. Wallace, *A History of the ZLAC Rowing Club*, 51-52. Crouse compared and contrasted the properties at Mission Bay and La Playa and a special meeting held on December 13, 1926. Property at La Playa was rejected by the club as too expensive. According to club records, "The majority by the vote of the crews stood for Mission Bay as an investment if not as a permanent place for the clubhouse. The lots at Mission Bay cost \$5,000 and were 100 feet on the water front and 200 feet deep and were situated on the corner of Dawes and Pacific. The lots at La Playa max 175 x 150 and the cost \$10,000 but this was not on the water front." They purchased Lots 14 and 15 of the Southern Title Guarantee Company's subdivision of Pueblo Lot 1801, map 1864, filed October 20, 1925. Minutes, ZLAC Board of Directors, 1921-29, 110-111.
11. *Ibid.*, 115. In 1930 and 1931, the club again considered purchasing property at La Playa offered for sale by Mrs. Harold Augier as the State of California was "expected to file suit to quiet title to the tide lands in Mission Bay and so jeopardize the tide lands lease held by the club from the state." Minutes, ZLAC Board of Directors, 1929-1931, 61. In 1941, ZLAC purchased an additional lot adjoining the clubhouse for \$2,500. Minutes, ZLAC Board of Directors, June 10, 1941.
12. The Number 16 line was closed in 1940. Zelma Bays Locker, "Remember Old Number Sixteen? Recollections of the La Jolla Street Car Line," *JSDH* 23, no. 4 (1977).
13. On January 10, 1930, the club met with Lilian Rice who had "visited the new clubhouse site at Braemar previous to the meeting to inspect the paving and drainage conditions. On motion, it was decided that while the club might find it advisable to use 100 (one hundred) feet of leased tide lands it was decided to ask the Pacific Beach Improvement Club to co-operate with the Zlacs to place the sea wall 50 (fifty) feet beyond the Rowing Club's property line and to ask the other property owners to conform with a contour of proper curve to meet that outer line." Minutes, ZLAC Board of Directors, 1929-1931, 19-20.
14. Minutes, Board of Directors, 1929-1931, 19-20, 97, 106-107. Tom Allen was the engineer in charge of the project. He later worked with Glenn Rick on the development of Mission Bay Park. Ed Gabrielson, "Mission Bay Aquatic Park: The History of Planning and Land Acquisition," *JSDH* 48, no. 1 (2002), 38-47 passim.
15. Minutes, ZLAC Board of Directors, 1929-1931, insert, 114.
16. "Lilian Rice," SDHS Biographical Files.
17. *San Diego Union*, March 2, 1986, F-6.
18. "Lilian Rice," SDHS Biographical Files.
19. Wallace, *A History of the ZLAC Rowing Club*, 57-58, 69

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20. Minutes, ZLAC Board of Directors, 1929-1931, 28, 97.
21. *Eight Oars*, September 1954.
22. Braemar, a Tudor Revival house (1906), was razed in 1959 to make way for the Catamaran Resort Hotel. The dining room, added in 1920, was preserved for use as the Catamaran Wedding Chapel. In 1985, the Pacific Beach Town Council, with the help of Vernon Taylor and Erma Taylor O'Brien, moved the structure to a vacant lot at Grand and Bayard Avenues. It then was moved to Navy-owned property along Rose Creek and renamed "Rose Creek Cottage." In October 1986, it was moved once again to 2525 Garnet Avenue, <http://www.rosecreekcottage.net/history.html> (accessed March 25, 2007).
23. Virginia Anne Lynch Grady, interviewed by Dimaris Michalek, September 19, 2005, SDHS Oral History.
24. Ibid.
25. Wallace, *A History of the ZLAC Rowing Club*, 35-38 passim.
26. Mary Virginia Lovelly Gault, interviewed by Dimaris Michalek, September 12, 2005, SDHS Oral History.
27. Dorothy Rock, interviewed by Dimaris Michalek, September 16, 2005, SDHS Oral History.
28. Mary Virginia Lovelly Gault, interviewed by Dimaris Michalek, September 12, 2005, SDHS Oral History.
29. Wallace, *A History of ZLAC Rowing Club*, 90-95 passim.
30. Mary Virginia Lovelly Gault, interviewed by Dimaris Michalek, September 12, 2005, SDHS Oral History.
31. Susan E. Cayleff, *Babe: The Life and Legend of Babe Didrikson Zaharias* (Urbana and Chicago: University of Illinois Press, 1995), 86, 92-93.
32. Donald J. Mrozek, "The 'Amazon' and the American 'Lady': Sexual Fears of Women as Athletes," in *From 'Fair Sex' to Feminism: Sport and the Socialization of Women in the Industrial and Post-Industrial Eras*, ed. J. A. Mangan and Roberta J. Park (London: Frank Cass and Co., Ltd., 1987), 286. See also Susan K. Cahn, *Coming on Strong: Gender and Sexuality in Twentieth-Century Women's Sports* (New York: The Free Press, 1994), 4, 215.
33. Katherine Pendleton Barley, interviewed by Lou Hassan, September 28, 2005, SDHS Oral History; Wallace, *A History of the ZLAC Rowing Club*, 84-89. The film, shot in part on location at Lake Arrowhead, starred Dorothy Wilson and Douglass Montgomery. It was directed by Richard Wallace. Paramount Studio leased racing shells from the University of California, Berkeley, and hired a coaches. For the first time, ZLAC members rowed in an eight-oared shell instead of a barge.
34. Mary Virginia Lovelly Gault, interviewed by Dimaris Michalek, September 12, 2005, SDHS Oral History.
35. Minutes, ZLAC Board of Directors, 1929-1931, passim; Minutes, ZLAC Board of Directors, 1946-1966, passim.
36. Gene Nelson Gray, interviewed by Dimaris Michalek, September 29, 2005, SDHS Oral History.
37. Mariella "Mary Agnes" Benton, interviewed by Ginny Rodriguez, March 15, 2006, SDHS Oral History. Her mother-in-law, Hazel C. Benton, and sister-in-law, Betty Benton Bellon, were members of ZLAC as was her husband's aunt, Mary Benton Fraiser.
38. Sally Lyons, interviewed by Ginny Rodriguez, August 30, 2005, SDHS Oral History.
39. Ibid.
40. Mariella "Mary Agnes" Benton, interviewed by Ginny Rodriguez, March 15, 2006, SDHS Oral History.
41. "ZLAC Rowing Club," Document File, SDHS. In 1960, the city of San Diego had a population of 573,224 while the county had a population of 1,033,011. <http://www.sandiegohistory.org/links/sandiegopopulation.htm> (accessed March 29, 2007).
42. "Backtalk; All Sugar and Competitive Spice," *New York Times*, May 17, 1998.

43. Virginia Anne Lynch Grady, interviewed by Dimaris Michalek, September 19, 2005, SDHS Oral History.
44. Gabrielson, "Mission Bay Aquatic Park," 38-47 passim.
45. "A Message from Your President," *Eight Oars*, May 1959.
46. "Sim Bruce Richards, AIA (1908-1983)," Modern San Diego, <http://www.modernsandiego.com/SimBruceRichards.html> (accessed March 26, 2007); "Some Possibilities and Problems with Future Needs of ZLAC Rowing Club," September 12, 1960; Minutes, ZLAC Board of Directors, September 5, 1961. They also decided that his previous works "denote a feeling and insight where fine treatment of various woods is desired."
47. "Richards Left His Mark on San Diego Architecture," *Los Angeles Times*, May 9, 1984. See also Phyllis van Doren, "Sim Bruce Richards: The Sensuous Environment," *San Diego Home and Garden* (April, 1984).
48. "President's Message," *Eight Oars*, May 1961. In 1961, the club contributed \$3,500 towards dredging the north end of Mission Bay.
49. S. M. Can Bilsel, interviewed by author, March 26, 2007.
50. "Past President's Message," *Eight Oars*, April 1962.
51. Wallace, *A History of the ZLAC Rowing Club*, 106.
52. Members of the ZLAC Rowing Club interviewed by Ruth V. Held, March 30, 31, and April 8, 1992, SDHS Oral History.
53. Ibid. Founders of the San Diego Crew Classic included Patty Wyatt, Joe Jessop Sr., Andy Borthwick, Glenn Rick, Del Beekley, Al Bernardini, A. Wharton Coggeshall, Annette Frank, Mary Ann Mabel Hazard, Richard Jessop, General Victor Krulak, Fred Sharp and Donald Waters. Erin Kelley, "History of the San Diego Crew Classic," http://www.crewclassic.org/History_text.htm (accessed April 12, 2007).
54. Wallace, *A History of the ZLAC Rowing Club*, 158-160.
55. Members of the ZLAC Rowing Club interviewed by Ruth V. Held, March 30, 31, and April 8, 1992, SDHS Oral History.
56. "Mrs. Anthony Barnise, Past President, ZLAC Rowing Club, to Park and Recreation Board – March 16, 1976," ZLAC Pier Association, Inc., Minute Book, 1979.
57. The ZLAC Pier Association's articles of incorporation were filed with the State on January 28, 1977.
58. A member noted that "there was much adverse publicity and outcry from the public...regarding the encroachment of private facilities on a public beach." ZLAC hired Paul Peterson "to negotiate with the city about retaining our dock and getting it included in the master plan for Sail Bay." However, their pier was not included in the "Master Plan for the Improvement of Sail Bay," approved by the Council on November 2, 1977. The plan called for an enlarged sand beach and landscaped walkway extending from Verona Court to Moorland Drive. At the apex of the bay, a wooden boardwalk would be built in front of nine private homes between West and East Briarfield drives. "History of ZLAC Pier Association," ZLAC Pier Association, Inc., Minute Book, 1979; "Sail Bay Beach Project Seen Ready by '86," *San Diego Union*, November 8, 1984.
59. Minutes, ZLAC Board of Directors, April 6, 1976; *Eight Oars*, December 1986; Members of the ZLAC Rowing Club interviewed by Ruth V. Held, March 30, 31, and April 8, 1992, SDHS Oral History.
60. Joann White, "Sail Bay Improvements Phase III, Or a Word about the Pedestrian Nodes for Those Who Have Not Seen Them," *Eight Oars*, June 1990.
61. Jesse E. Thomas, interviewed by Ginny Rodriguez, April 10, 2006, SDHS Oral History.
62. Wallace, *A History of the ZLAC Rowing Club*, 165.
63. "No Swimming or Boating as Sewage Pollutes Bay," Associated Press, April 7, 1980.
64. "Regional Water Board Approves Sea World Wastewater Discharge Permit," Associated Press, April 13, 2000. Many new rowers get vaccinated against Hepatitis A & B in the event that their boat capsizes into polluted water.
65. Wallace, *A History of the ZLAC Rowing Club*, 163.

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66. *Eight Oars*, April 2002.
67. Wallace, 183-184; *Eight Oars*, November-December, 1996.
68. *Eight Oars*, July 1989.
69. House Report, May 1990-April 1991; Architect Peter Rodi helped the club plan the expansion in 1986 while Jim Nickoloff prepared drawings to submit for permits in 1989. *Eight Oars*, January-February, 1986; Minutes, ZLAC Board of Directors, September 5, 1989.
70. Laurie Wright, "P. H. Dickinson Boathouse, National Rowing Day, June 10, 2006," ZLAC Rowing Club files.
71. *Eight Oars*, November 2002.
72. Ibid; *Eight Oars*, November 2005.
73. Bill Richards, "Paddle Pushers: Landlubbers who never so much as crossed a millpond are taking up competitive rowing," *Wall Street Journal*, March 25, 2002.
74. *Eight Oars*, November 2003.
75. ZLAC Masters Scrapbook, 2004-06; *Eight Oars*, November 2005.
76. Sally Lyons, interviewed by Ginny Rodriguez, August 30, 2005, SDHS Oral History.
77. For more information, see ZLAC's website, <http://www.zlac.org> (accessed March 29, 2007).
78. *Eight Oars*, October 2005. In 2006, ZLAC was acknowledged as the oldest women's rowing club in the world by the Rowing Museum in Henley, England. ZLAC is now part of a five-year display about the history of rowing at that museum.
79. Members of the ZLAC Rowing Club interviewed by Ruth V. Held, March 30, 31, and April 8, 1992, SDHS Oral History.