

CHOLLA CHATTER



OFFICIAL PUBLICATION OF THE CHOLLA BAY SPORTSMANS CLUB

Volume 9, Number 1

January, 1966



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Cholla Chatter

Official publication of the
Cholla Bay Sportsmen's Club, Inc.
P. O. Box 7171, Phoenix 11, Arizona

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MEMO—from ye editor's desk

• I thought Ramon and Patty Perez's new son would make a fitting NEW YEARS cover. I took four pictures and when I couldn't decide which one to use — I just decided to let the members see them all!

• As an experiment, our next issue will come to you directly from Mexico. The esteemed Puerto Penasco business man who owns the printing presses has made a bid for our business and by a narrow majority the COUNCIL voted to let me try having the February issue printed and mailed there. They offered to print our cover in two or three colors so Bill Valentine is designing one for this special issue. **Please let me know right away after you receive the Mexican offering** — just what you think of it because, while it will save the club some money, we do want to put out a product that will please the majority of the members.

• At this writing there is considerable doubt that there will be the usual tide charts on the back cover of this January issue. We are still hoping to get possession of a copy of ones being prepared by University of Arizona scientists showing the tides in the Rocky Point area — in time for a last minute addition. They promise them as soon as they are completed.

Mel Sez

MEL SEZ:

Volunteer for a committee. You'll find it's fun to be a part of the action.

ADVERTISING RATES For Cholla Chatter Costs Per Issue

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Wintertime fishing is almost all bottom-type fishing. At least 75% of the fishermen working from Cholla Bay, either troll or baitfish for Grouper and Pinto. These are without a doubt, the most popular eating fish to be caught.

I don't eat fish, never have, and doubt if I ever will, consequently, I fish for sport only. I'm much too puny (& also a trifle lazy) to enjoy using the tackle necessary to successfully pull big Pinto or Grouper from the rocky bottom. Likewise, the heavy sinkers necessary to freespool a bait from 100 to 200 feet in depth, reduce the fighting abilities of any fish, in my somewhat prejudiced opinion.

My favorite way to fish the bottom, and the only reason I'm writing this mishmash, is to try and convert some of you meat fishermen over to a sporty way to get these brutes — using a light rod similar to a heavy duty Bass rod and a small reel like a Penn Peer with 15 pound mono. And for lures, a 203 or 303 Kastmaster or any feather jig from 2 to 303's in weight.

Practically anywhere you stop your boat will connect you up with rock bass, and even these little tigers will give you a lively little tussel before you boat them. Just hesitate anywhere

that the bottom is from 20' to 40' deep, freespool your jig to the bottom, then move your rod tip up and down with sharp upward jerks. It's best to keep your reel in freespool, holding the line with your thumb. If there is a strong current, you'll find that your line will drift away from the bottom so bleed more line out till your jig bumps again — then repeat your rod action. If you finally find you have too much line out, crank in and drop the lure straight on down again, repeating the process over and over again till you find Pinto.

When you do find Pinto, immediately drop a marker buoy over the side — an empty one gal. plastic Clorox jug makes an "easy to spot" marker.

Keep the Rock Bass you catch because no matter how much I mouth off about how effective a jig is — I've seen the time when a cut strip of Rock Bass on the jig hook made the difference between a so-so catch and a full goodie box.

A fact I've learned thru the years, is that Pinto will hang around a small reef or around small rocks, but the old Daddy Grouper prefers pretty good sized chunks of real estate. There are numerous small patches of rocks within a 5 to 7 mile radius of Cholla, and a few patches of big rocks. If your boat is equipped with a depth finder, you've got a cinch. When you see deviations on the scope indicating irregularities of a foot or more, you're definitely in Pinto county — when they start jumping from 2' to 6' or over, you'll run into Grouper.

If you fish water much over 40' deep, the current makes it hard to keep a belly out of your line and consequently, it's too hard to "feel" your jig's

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behavior.

If you want to cheat a little bit, (as I sometimes do) have a short saltwater boat rod aboard, with about a 200 to 300 yard reel loaded with 40 pound line and a 3 foot steel leader & 8/0 hook. When you get to a place where the fish are too big to mess with on the jigging rig, stick the 8/0 into one of your whole Rock Bass and drop it down amongst them — this is called "Insurance."

You surely won't impress "Lallo" or "Chopper" or any of the other fish cleaners with what you dump out of your sack caught by niggling, but by golly, you will have one helluva lot more action and sheer sport fishing this way. YOU MIGHT EVEN ENJOY IT!

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NOTE: These items were found in the Diver's Manual

Jellyfish Stings and Sea Urchin Wounds

Lately, jellyfish stings have received the respect of a growing number of marine researchers. Reports have been verified of cardiac arrest resulting from stings of the Portugese Man-of-War. Frequent symptoms are plain, fainting, prostration, nausea and labored breathing. Shock and loss of consciousness have been documented, as well as death. Pain is generally unbearable, often requiring general anesthesia. First aid consists of: 1) Prompt removal of tentacles. 2) Inactivation of undischarged nematocysts still in the victims tissues by application of alcohol, gasoline, kerosene or ammonia. 3) immediate medical attention.

A. Do not take the following for con-

sumption between May 1st and November 1st:

1. Shellfish*

- a. Clams
- b. Oysters
- c. Scallops
- d. Mussels

2. Fishes*

- a. Triggerfish
- b. Parrotfish
- c. Barracuda

B. Booking Procedures

1. Wash meat thoroughly before cooking.
2. Try to avoid eating the dark meat (i.e. digestive organs) of shellfish since toxins tend to be accumulated there.
3. Adding baking soda to shellfish in cooking may reduce the toxicity, but is no safeguard against poisoning, if highly toxic shellfish are prepared.



By Mel Jarvis

THE FUEL SYSTEM

The fuel system being a very necessary part of your rig, you should donate a little time to it. Depending on the type fuel system you have, governs the care it needs.

If you have the 6 gallon tank that came with your engine and removable fuel line, then it is simple matter of keeping the fuel and tank cleaned, replacement of the "o" rings in the fuel line when needed.

But if you have the built-in tanks, with fuel capacity for 40 or 50 gallons, fuel lines running all over the place, with filter and stop valves, you are flirting with disaster unless you make it a practice to check your fuel system periodically for leaks and dirty fuel filters. Especially if you own an in-board.

We'll go into the outboard engine first and take the system step by step. Starting with the tank and line — the tank is trouble free — for really all it is, is a storage tank, and the fuel depends on the pump to get it to the engine. Any air leak in the line or tank will cause the pump to fail, and an air leak in most cases can be traced to the fuel line, the tank should be kept clean and at least once a year dumped and dried out, due to an accumulation of oil and water.

The fuel line with its primer bulb should not be left in the sun, should be cleaned when the tank is and the check valves in the primer bulb checked to be sure they are holding.

The "o" ring in the tank and engine connector should be checked and if they show any signs of wear or cracking, should be replaced. It's a good idea to carry 2 or 3 in your engine tool kit.

The pump on the outboard engine is of the diaphragm type and on the early 35 & 40 HP engines the pump can be rebuilt by most anyone if care is used. On the 60 to 100 HP engine, the pump can be rebuilt. The smaller engines and the newer 33 & 40 HP engines, the pump has to be replaced.

Care should be taken that the right lines get put on the right inlets and outlets.

If you think you have a pump failure, remove the fuel line to the carburetor (at the carb. end) fill the system with the primer bulb, retard the engine throttle and turn the engine over with the starter, observe the flow of fuel at the carb, if there is none, you may have—1. bad diaphragm—2. stuck valve—3. leaking air pressure line to pump—4. bad fuel line from tank to pump. In most cases you can repair any one of the problems yourself in an emergency, if you carry a spare diaphragm in your tool kit for your type of engine. Stuck valves can be cleaned and if by chance you carry a short length of spare fuel line, a bad pressure line can be replaced. An air leak can be repaired by retighting the fuel line clamps—(or remove the fuel tank from where it was sitting on the fuel hose).

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The carb if kept clean and in adjustment is almost trouble free. It should be serviced once a year for linkage adjustment and float adjustment.

I get engines in the shop that are plugged with gum and varnish. When I tell the owner this, he just doesn't understand it: "I ran all the gas out of the engine last time I used it," he says. Well, to start with, outboard engines cannot be run dry, that is completely dry. The small amount that stays in the carb is what gums you up. The only way is to drain them and **there is a drain on all carbs!**

I've been told that it says in the operator's manual that you should do this, maybe you should reread the manual. What it says is "Run your engine at 1/2 throttle and pull out the choke, this will flood the powerhead with fuel and kill the engine." Thus protecting the cylinder walls and other parts while in storage.

The practice of running an engine out of gas, in reality does your engine more harm than good, causing high engine temperature, thus condensation, no lubrication at the last moments of running and the float has a banging good time, in that empty carburetor bowl on the way home.

When you trailer your rig, the fuel line should always be disconnected, as pressure on the line and movement of the boat as its trailed, will cause the float to act as a pump, pushing fuel up the main discharge valve and more



This could have happened at sea. It has to others!

fuel coming in as the float is lifted off its seat, with the fuel line disconnected this cannot happen! You'll have a much easier starting engine, when you get to the bay and less fouled plugs.

The fuel system on the engine is protected by a filter. This filter should be changed at tune up time. On the newer engines, the filter bowl will be dry while running. If you do see fuel building up in the bowl, then it is time to change the filter. On the older engines '64 and older, there should be some fuel in the bowl depending on operation. If you use Mexican gas and have a built in fuel system, its a good idea to install larger filters in your line. Some automotive types work quite well. O.M.C. has a very good one with a built in primer.

Next Month: The Fuel System—Permanent Tanks & Inboards.



By Gene Henry

This past year produced many pleasant fishing memories along with a few frustrations. Thanks to Bill Hammer and "Misty Keela," I chalked up my first Dolphin, but I still cringe with mortification as Bill describes how old "Ten Thumb" Henry hooked and lost his first and only sail.

The adventure highlight of the year came in February when along with Paul and Carol Skoglund, the wife and I finally made it by sand buggy from Cholla Bay to El Golfo. This was a trip two years in the planning stage and without the expert knowledge and guidance of Paul I'm sure we would never have made it.

We again returned with the Skoglund's to El Golfo in September. This time we went the easy way via Yuma and were joined by Pete and Iva Barker. The gals found many new shells which pleased them no end and the male members of the party landed a nice string of Tortuava while surf casting.

The Derby was especially enjoyable this year as it was the first time the whole family was able to make it. I was frustrated again in the Yellowfin competition, but it gave me great pleasure to see my good friend and fellow surfcaster George Fisher walk off with top honors. And Ol Dad darned near popped with pride when elder son Mike and middle daughter Pam scored in the sea trout division.

Fall fishing was not on a par with past years, but one trip will long be remembered. This was the weekend before Thanksgiving when John and I joined fellow members of the Arizona Flycasters Club in an outing at the Lower Estuary. This talented group of flycasters ably demonstrated the deadly effectiveness of a streamer fly properly presented in catching all varieties of gamefish caught from the surf. It was a beautiful sight to see these experts effortlessly laying out 80-120 feet of line and hook into a fish darned near every cast. Novices that we are with flyrods, John and I even managed to hook and land a few.

I don't know what this next year will bring in the way of fishing experiences, but I have already made two firm resolutions. One is to catch my first sailfish — provided Bill will give me another chance and I can get rid of 8 thumbs. The other is to do more surf fishing with a fly rod. Flycasting in my estimation provides the ultimate in light tackle sports fishing in salt water as well as fresh.

Bill Boyers

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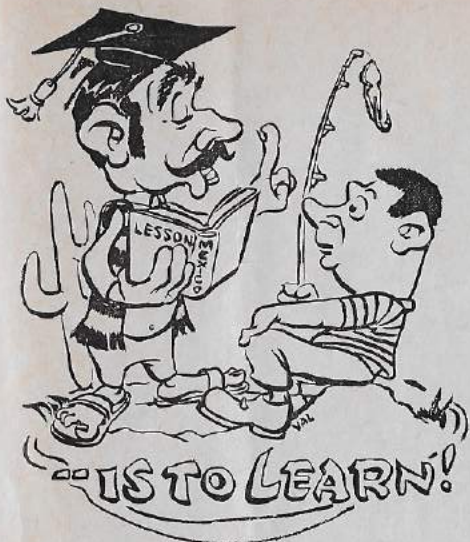
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Jim Mabb



Attention ALL Members:

Remember your Club dues are due and payable January 1 and become delinquent on February 1. If not paid your Cholla Chatter will stop. Your new officers will have many new and interesting ideas for the coming year; there are many irons in the fire. Support your club.

Dues may be mailed in or brought to the January or February Meeting. Let's have 100% renewal. One word of caution: if your sponsored child has reached the age of 18 years by January 1, she or he then becomes a full-fledged member with renewal dues of \$10.00. When you send in your renewal dues, please give us the age of the sponsored child and also your phone number. Many times we need to reach members and the telephone book is not always up to date.

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"Phoenix Prexy Speaks"

By Dick Gardner

As I stroke my long gray board and hand the gavel over to our new President Lyle Rogers, I look forward to greater things for our club, as Lyle and his crew steer an interesting course through 1966.

Looking back at our wake through 1965 we notice both rough and smooth water, but thanks to a loyal crew of hard workers, we have weathered the storm and even had fun doing it. Silly of me to compare our club to a ship and its crew? Possibly so. But there are some similar characteristics, and if we want a successful club, more of us are going to have to spend less time as passengers and a little more time up on deck. We might even enjoy it, so don't hesitate to volunteer your services now, you'd be surprised how much your help is needed and appreciated.

Naturally I would like to thank everyone who contributed their time and efforts towards the betterment of our club during 1965, but rather than list the names and possibly miss a few, to you who have been so nice to us, both members and non-members alike, we say — "Muchas Gracias y Prospero Ano Nuevo."

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TUCSON SCUTTLEBUTT



Cholla Bay Sportsman's Club Tucson Chapter DECEMBER 14, 1965

The December meeting was called to order by President Frank McLaughlin. The minutes of the November meeting were read and approved. Dorothy Walker's Treasurers report was called in by phone due to bad weather, and showed a balance of \$158.80 this date.

Council member Les Conlisk reported the various actions of the Council meeting of December 13th in Casa Grande. Questions about the questionnaire brought out the fact that some members may not have received their copy, as President McLaughlin had not received his by this meeting time. The President requested the secretary to verify that all members received a copy, and recommended that every member consider and answer each question, as the answers will constitute the "will of the majority" in the future actions of the Chapter and Council.

The Chair entertained a motion from the floor to pay any bills incurred by the dance committee, and the treasurer was directed to issue checks to pay them. Motion passed. Marcy Stough suggested a vote of thanks be given Daisy Tatum for her effort in planning the dance.

At this time the meeting was turned over to Dean Fisher, Nomination and Election Committee Chairman, to preside over the final selection and election of officers for 1966. After a tally

of all ballots cast by mail and at the meeting, the memberships selection of officers was as follows:

President — Chris Tatum
Vice President — Wally Robinson
Secretary — Doris Kemp
Treasurer — Geraldine Erny

Board Members

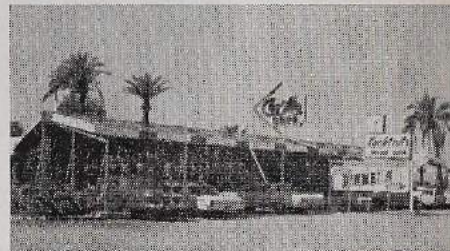
Verna Conlisk
George Medina
Truman Nussbaum
Dutch Vreeland

The balloting and tally was completed and the Chair expressed its thanks and the thanks of the members, to Dean Fisher for conducting the election of officers.

President McLaughlin wished to go on record, expressing his personal thanks for the services rendered the Chapter and the Club by the Conlisks, Dean Fisher, Mark Morgan and all those who have attended regularly and taken part in the meetings of the past year.

The last meeting of 1965 was adjourned for refreshments and a film "Where Land and Water Meet."

Chris Tatum, Sec.



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ELECTION RESULTS

There were 202 ballots received by the December 17th deadline. Others arrived later but could not be counted. Lyle Rogers will lead the chapter for the current year of 1966 — ably assisted by Harold Johnson as Vice-president. Beaulah Miller is Secretary and John Herrscher will take over the Treasurer's post.

There were nine men — all able and willing — to choose from for the four Directors positions. Mel Jarvis, who has proven himself this past year as membership chairman, led the slate with 106 votes. The other three chosen are all veterans in the club — having served in various capacities over the years. We are hoping that the five who did not make the top four — but who were close behind — will be willing to accept other working positions on some of the very necessary committees.

The AMENDMENTS were carried 97 to 12. There were many who didn't bother to fill in this part of the ballot — or who didn't understand what it was all about in the form as shown.

The NUMBERED QUESTIONS gave us definite leads to work on. Voting was 5 to 1 in favor of us forming an official association in Mexico, 3 to 1 in favor of a club booth at the annual boat show, 6 to 1 in favor of seeking new members. Only 67 members check-

* Phoenix Chapter

ed that they owned cabins at Cholla Bay — a fact that strongly shows the need for a drive among the other cabin owners — especially if they are deriving benefit from club sponsored projects such as the marine and citizen band radios. Reports on the rest of the questions will be made at the next meeting on January 11th.

Every success is achieved by struggle.

* * *

To make tomorrow better than yesterday, change what you do today.

* * *

Knowledge is worthless unless used with common sense.

* * *

The man who thinks he knows it all is annoying to those who think they do!

* * *

Courtesy is simply recognition of the rights of others.

* * *

Don't let ignorance cause your next argument.

* * *

To be wise for others is easier than to be wise for ourselves.

* * *

Planning takes no more energy than wishing.

All people who use the radio facility at Cholla Bay should be members of the Cholla Bay Sportsman's Club. ★ ★ ★

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"Happiness Is Five Guys On A Sailboat"

By Ed Hughes

Editors Note: The following described voyage taken by several of our members after completing Power Squadron Courses in Sailing and navigation, was an interesting application of dry-land class room knowledge, put to the test on an actual ocean voyage, as Cholla Bay Club member Ted Gilbert was the only experienced Sailboater in the bunch. The "usual baggage" included half a dozen sextants, radio direction finders, numerous volumes and cases of navigation books, including Bowditch & Dutton, and dozens of charts and tables useful in Navigation, this six ton yacht was carrying the biggest load it had ever carried, everyone took turns, plotting courses, trimming the sails, steering, and even dishwashing, they encountered fog, wind, darkness, and were even becalmed and had to resort to power, they experienced the numerous joys of the sea, excepting mutiny.

On Thursday, December 3rd, Captain Ted Gilbert with his crew of young derelicts, Doug Young, Jack Mathias, Ed Hughes, and Dick Gardner, the only

member of the crew who wasn't ailing, departed Phoenix to spend a long weekend on a chartered Rawson 30.

There was the usual baggage plus the puny crew's conglomeration of elixirs, potions, panaceas and placebos, some of which was rubbed on, some swallowed, some foamed, bubbled and fumed, and some of which was inhaled.

The bright-eyed and bushy-tailed captain with his raunchy crew arrived at the Newport slip at 2:30 A.M. after driving the last hour in a pea-soup fog. Departure from the slip was at 3:00 A.M., and the next hour was spent in navigating the channel. Dick Gardner positioned himself in the bow with the boat hook, alleging, "I see a green glow in the fog bank — I am going to poke in there and see if it is green buoy No. 5."

After several 360° turns to allow the fog to lift, the open sea was reached at 4:00 A.M. and course set for Catalina.

There followed three days of sailing in indifferent winds, and much good food prepared by Pierre Young, the poetic French chef. The intrepid captain swam among the kelp to the envious comments of the infirm crew and the obvious delight of the girl seals in Avalon Bay.

Dick Gardner enjoyed an extensive trip by dinghy and on foot around the town of Avalon, visiting the police station, the Mayor's office, Mr. Wrigley and various lesser inhabitants in search of the man in charge of the marine gas pump. After several hours delay, water, ice and gas were taken aboard. Anchorage that night was at Whites Cove.

Whenever there was a change of sails or a watch to stand, Hughes was nursing his sore back, but when Pierre was serving his delicate morsels, or it was time to splice the main brace, he was first in line.

The following day was spent sailing back to Los Angeles and returning to Catalina to spend the night at the Is-thmus.

Sunday we returned to Newport under sail, and power when the wind disappeared.

The sentiments of the Captain and crew were aptly stated by Jack Mathias as he stood on the taffrail holding to the aft stay and observed an out-bound cruiser pass close aboard, "Maybe our bubbles will meet." It is hoped they did and will soon again.



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EDITORS ARE PATIENT

by Toska Esenwein

HEAR YE! HEAR YE! Your Cholla Bay Editor, Lois Sanderson, has the patience usually only entitled to Job. To prove this point I believe I have tried her to almost any point of no return. I volunteered to type up articles for her for your Chatter. Little did she realize what a goofed up deal it could become. She has told me repeatedly that the articles are to be double spaced, yet every time I have typed up something for her I somehow have managed to single space something. Now this happens to be one of those things that can drive editors to distraction. Not only do they get cheap help, but it isn't even able to follow directions. My only defense is that I usually am doing this when I have too many other things on my mind. So far I have not been able to make a complete blank of my mind — altho I am sure several people will tell you I usually appear to be a complete blank. My apologies to one and all and especially to our Cholla gem, Lois Sanderson.

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CG Explains Lifesaving Gear

The Coast Guard has verified the importance of lifesaving devices in pleasure boats through its recently completed study of last year's boating accidents. Of the 1057 boatmen who drowned, 1034 had no lifesaving devices of any kind — that means no life preserver, no buoyant vest, no ring buoy or buoyant cushion.

The Coast Guard considers a life jacket for each person aboard a boat to be the most important item of emergency equipment. They must be immediately available for use. They should be worn at all times by non-swimmers and by all hands whenever dangerous conditions are met.

Life jackets should be of a Coast Guard approved type, for these will turn even an unconscious person right side up and float him with his face out of the water.

What is the difference between a life preserver and a buoyant vest? The simplest answer is buoyancy. While either may be designed to wear like a horse collar, only "preservers" also come in designs worn like a jacket. "Preservers" manufactured since 1949 have been Indian orange in color. Most vests are now, too. Without splitting hairs then, we can say that a life preserver, which meets regulations on all ships, passenger carrying boats and pleasure craft, provides about 22 pounds of buoyancy. A buoyant vest, acceptable on classes A, 1 and 2 motorboats not carrying passengers for hire, provides only about 16 pounds of buoyancy.

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contained in sealed plastic bags lost their Coast Guard acceptability on Jan. 1, 1965.

What's wrong with the Mae West and the ski belt? If the famous "Mae West" inflatable life vest is good enough for military aviators and passengers on transoceanic commercial airlines, why isn't it good enough for the small boat operator?

There are several reasons. Pneumatic devices require inspection, care and maintenance beyond the facilities of the vast majority of boat owners. Also there is danger of puncture or rupture. Oral inflation takes special training. Surplus jackets would probably not be in A-1 condition even when purchased. In most cases inflatable life vests would be a safety hazard in time of need.

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Then what about "navy type" life preservers? Even Coast Guard cutters use them, instead of "Coast Guard Approved" types. How come? Simple. The "navy type" gives superior protection against drowning, but tests have proved them too complicated for use by the untrained public. For one thing, they are not reversible. For another, they normally have 7 straps, whereas the "Coast Guard Approved" types have 3 or less.

When will the Coast Guard approve a good ski belt? Never! Because they float an unconscious person with his face in the water, the CG says.

The Coast Guard realizes that "approved" life preservers and life vests are simply not going to be worn in certain competitive water events and sports where the hazards and need are often the greatest. To meet this fact, the Coast Guard, on July 1, 1964, started accepting "special purpose water safety buoyant devices" in lieu of "Coast Guard Approved" devices for general use on on classes A, 1 and 2 motorboats, not carrying passengers for hire.

Included would be such devices as skibelts, buoyant hunter's jackets and racing vests.

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Dues for the Calendar year are as follows:

Single membership	\$10.00
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(Each voting memberships)	
Sponsored Child	\$2.00

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Operation: Tide Chart

By Lynn Bayless
 Great Tides Occur at Full & New Moon

The times given are for high tide.
 Low tide will follow each high by
 about 5½ hours.



January
6



January
13



January
21



January
29

JAN.—1966

1	0900	12	0525	22	0240
	2250		1820		1430
2	1020	13	0625	23	0310
	2335		2020		1500
3	1115	14	0800	24	0330
	0000		2225		1530
4	0025	15	1000	25	0320
	1150		2330		1550
5	0050	16	1110	26	0420
	1235		0000		1630
6	0130	17	0025	27	0430
	1310		1210		1700
7	0210	18	0050	28	0500
	1410		1240		1740
8	0250	19	0130	29	0530
	1450		1320		1930
9	0330	20	0150	30	0545
	1530		1340		2230
10	0410	21	0225	31	0900
	1610		1410		2325
11	0450				
	1710				