



Volume 6. No. 2

April, 1963

Prexy Speaks

A meeting of your new Board of Directors was held Monday night, March 18 in an emergency session. Those present were Glenn Stewart, Vice-President; Jack Schmidt, Treasurer; Bill Blair, Director and your President, Bob Taylor. Several committee chairmen were present; Ray Sanderson, Membership Committee and Wes Douglas, Insurance and Advertising. Our other board members, Dick Gardner, Secretary; Paul Schoonover, Bill Hammer, Bill Valentine, Directors and Past President, Al Scott had previous engagements, which due to our short notice, made it impossible to attend. The results were very gratifying, especially to your president, as cooperative. We are indeed fortunate to have their past experience to rely upon for the coming year. The following topics were discussed and committee chairmen appointed.

Our radio is not functioning to its capacity due to battery failure caused by a lack of a generator. Bill Blair and Glenn Stewart offered to purchase a generator, as authorized by the Board, not only to keep our batteries in good condition but for flood lights in case of disaster and other emergencies. Our regular committee chairman, Paul Schoonover, will assist with this emergency purchase and installation. Glenn was also authorized to purchase a new crystal for the Bay Station for the new frequency of 2555 kilocycles.

The other crystals will have to be removed with the exception, of course, of 2182 which is the frequency for international aid. Your boats will need the same correction and Glenn can give you good advice if necessary; his phone is 943-9616. His wife's name is Ruth and she is an expert, too.

Jack Schmidt is our committee chairman on Budget. The coming Chatter will have our Budget for the coming year.

Dues Committee: Your chairmen for this committee, with possibly opposing view points, yet realizing our required expenditures, are Bill Hammer and Ed Smith. They both realize the necessity of increasing our membership and ironing out several flaws we now have in our present thinking. Ed Smith very aptly stated at the last meeting that our Tucson Club should be consulted and your President will suggest to President Lee Conlisk that he appoint a member to this committee.

Wayne Early who has done such a fine job in the past will continue as

NEXT MEETING

APRIL 9

8 P.M.

Goettl Auditorium

2005 East Ind. School Rd.

Cholla Chatter

Official Publication of the Cholla Bay Sportsmen Club, Inc.

PHOENIX, P.O. Box 7171, Phoenix 11

PRESIDENT Robert Taylor
 VICE PRESIDENT Glen Stewart
 SECRETARY Dick Gardner
 TREASURER Jack Schmidt

DIRECTORS

Bill Valentine Paul Schoonover
 Bill Blair Bill Hammer
 Al Scott (immediate past president)

TUCSON CHAPTER ... P.O. Box 334, Tucson
 PRESIDENT Les Conlisk
 VICE PRESIDENT Dean Fisher
 SECRETARY Mary Turner
 TREASURER Truman Nussbaum

EDITOR Cecil Gary, AL 8-0612
 ASST. EDITOR Charles Reed
 Membership Chrm. ... Ray Sanderson AL 3-8024

our Search and Rescue Chairman. In view of the fact some one seems to need assistance every week, Bill Valentine gave able assistance to a drifting boat in rough water over by Black Mountain after dark on Saturday the 16th, Wayne's Committee should be very active. We need a direction finder, more lights on boats, radios, etc. Its quite a challenge!

Ray Sanderson, our Membership Chairman, telephone AL 3-8024, is busy requesting old members to pay delinquent dues and is devising ways to get new members. He needs typing help as well as telephone assistance. The ladies of our club have always been willing to help, so call Ray and he will tell you what to do.

Wes Douglas, our Insurance Chairman, has several new ideas to assist us, insuring our Treasurer or any club member who is handling our money, against theft; securing from our Group Insurance Company an added policy for your car and burglar insurance for property at Cholla Bay. These additional possibilities as well as another explanation of our Group Insurance will be covered in a letter by our chairman. Wes also stated within about 30 days he would assume the job of Advertising Chairman, with the able assistance of Katherine Hitchcock. We will need ads and more ads to help defray our Chatter costs. Wes' telephone number is AM 5-9694. Call him

and offer your help as getting ads is a big job and a very necessary one.

Cecil and Lela Gary are our Chatter Committee and as in the past are doing a very fine job of editing our paper. They are ably assisted by Charlie and Helen Reed, the composing room experts. Cecil needs articles, help on composition and his phone number is AL 8-0612. Send in your articles to 2409 W. Buckeye Road before the 20th of each month, preferably typed and double spaced.

Marge Claver and Mert Johnson ask your assistance in donations for our adopted friends below the Border. They have so ably performed their good deeds in the past and wish to continue to do so in the future.

Bill Valentine is our Publicity Committee Chairman and also will assist in getting an interesting speaker for each meeting, if possible, in addition to our regular movie.

As you can see, we were very busy at our meeting and not all topics could be mentioned in this report. Other matters of equal interest are planned and will be reported to you as they are met. We have a few committees that need chairmen; Derby, Entertainment, By-Laws and several more. We also need those members interested and willing to help associate themselves with the various activities. Its a lot of work and a lot of fun too.

Our next Board Meeting is at 4121 N. 9th Street and on April 1st at 8:00 P.M.

ATTENTION MEMBERS

Your mail can now be picked up at Cholla Bay Radio Shack. Address it as follows: (Example)

MRS. MARY DOE
 c/o J. Martinez, M.
 Apartado No. 41
 Puerto Penasco, Sonora
 Mexico

Our Radio Operator will be our mailman.

Tucson Talking

by Les Conlisk

The Regular Meeting of the Tucson Chapter of the Cholla Bay Sportsman's Club wasn't called to order until 8:00 P.M., but while waiting for the Sec. and Treas. to arrive activity was obtained by members paying dues.

We had some new members: J. P. Karam; Donald Kemp and Steven Parise. There were also several guests which are always welcome.

Leo's Auto Supply donated the door prize, a pair of floor mats, and the lucky winner was Sally Newman.

A vote of thanks was given to all the good people who donated prizes for the Derby Feb. 22 & 23, 1963 at Cholla Bay.

J. J. Kozak, the owner of Tucson Tackle Wholesale, 4302 South 6th Ave. donated 25 prizes. First prize was a \$50.00 Gift Certificate; and a spinning reel; wire line; boat rod; surf rod; two rod racks; and 18 other \$10.00 Gift Certificates. He would like to have the names of the winners. If you are one of them, please let me know.

Our Vice Pres., Dean Fisher donated a Garbage Disposal to the Club to be raffled at \$50 a ticket, to raise funds so our Social Chairman can plan a Dry Land Fish Fry to be held at Tucson Mountain Park. Everyone can get acquainted, bring the kids and your friends and let's have fun. Lynn Booth has the tickets to be sold, and a Garbage Disposal could be used by anyone.

Forest Cooley and Walt Worman brought films that they took of the Derby and showed them. Yes, that 61 lb. Grand Trophy Winner that Ronnie Worman caught was among the numerous others on the film. Thanks again Forest & Walt. They certainly were enjoyed by all.

Our next Regular Meeting will be April 16th at the Moose Lodge (Upstairs), 378 N. Main Ave. at 7:30 P.M. Try to make it.

~~~~~  
 Watch Your Wake  
 ~~~~~

1963 Derby

Al Scott, Chairman

Income			
Ticket Sales	\$1107.00		
Donations (Fish Fry)	60.00		
Advertising (Over & above regular)	546.00		
Trophy Sales	227.50		
		<hr/>	
		\$1940.50	\$1940.50
Expenses			
Permit	\$ 3.00		
Printing			
(Not Chatter)	25.39		
Police	20.00		
Launchers	50.00		
C. B. Radio	101.43		
Darwing Prizes	50.44		
Rental Equipment and Utensils	73.00		
Special Stove Fitting (Perm.)	177.07		
Labor	37.00		
Food	231.38		
Chatter (Over & above regular)	166.44		
Trophies	227.50		
		<hr/>	
			1162.75
			<hr/>
		Net Profit	777.75

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SURFSIDE COMMENTS

by Gene Henry

This is the time of year when I'm torn between my second and third loves (my ever-loving wife being the first, of course). There is something awakens the old honeymoon instincts, but also finds you sitting at the office in a semi-hypnotic trance with visions of lunker bass, sea trout and king mackerel fighting to get on the end of your line. That's where the conflict between my second and third loves comes in.

Up until a couple of years ago I was primarily a fresh water fisherman and to me fresh water fishing is fishing for big mouth bass. I don't think a fisherman can experience a greater thrill than to have an onery old moss back bass explode the water under a patiently worked surface lure. There-in lies my second love. Jason Lucas, who writes for one of the leading outdoor magazines, has stated on many occasions that one bass caught on the surface is worth fifty caught in any other way. Once you have caught one on the top, I'm sure you will agree with the statement.

Increasing weekend pressure on the nearby lakes led me to my first trip to Cholla Bay about three years ago. My first few fishing trips were somewhat of a disappointment to me since I don't particularly enjoy trolling and bottom bait fishing. Then I discovered surf fishing. The more I tangled with the schools of sea trout, mackerel and pompano roaming the sandy beaches from north of Black Mountain down to

St. Georges Bay, the more I was impressed with the fight and gameness of these battlers. Pound for pound, I don't think anyone can deny that these salt-water game fish will outfight and outrun their fresh-water cousins, including my favorite big mouth bass.

Surf fishing has become my third love and is becoming more and more a competitor for my second love. This is especially true during the months of April and May when the mackerel, trout and pompano start following the annual migration of the huge schools along the beaches. Unfortunately this is also spawning time for big mouth bass when they move up into shallow water and hit surface lures best.

This could lead to a state of complete frustration, ulcers or worse, but at this point, my first love steps back into the picture. You see my loving spouse has never shared my love for fishing and consequently rarely accompanied me on bass fishing expeditions. This has all changed since we started going down to Cholla Bay. She loves the seashore and has become a nut on shell collecting. So — no more frustration! — We go to Cholla Bay. And, you know — **I love it!**

CHATTER DEADLINE

The deadline for typed material for the Chatter is the 20th of the month. Untyped material should reach the editor by the 15th. Typing should be double spaced. This applies to EVERYONE.

Mail articles, recipes, poems, etc. to Cecil L. Gary, 2409 W. Buckeye Rd., Phoenix, 9, Arizona.

The Last Dive

It was down on Laguna Beach
One bright and sunny day
Upon the hard packed sand
A dying skin-diver lay.
His buddies stood beside him
With sad and drooping heads
And listened to the words
The dying diver said.
He said, "Old buddies, I'm going
Where the water's never murky or
cold
Where the grains of sand are silver
And the coral is made of gold,
Where you have diamond studded Star
And the kelp rises to the surface
Like columns of pearl poles.
Where in this land of beauty
There is nothing that it lacks."
And with these words, the diver's
head
Slowly, settled back.

Jim Tyra

GENERAL SAFETY PRECAUTIONS

You should be thoroughly familiar with the dangers of handling gasoline and the necessary precautions to reduce the risk of fire. You should know the most effective means of extinguishing a gasoline fire. You should realize that gasoline explosions and fires are the chief causes of loss of life on small power boats. Gasoline is used as fuel on the majority of motorboats now in operation, and the motorboat operator constantly faces the hazards of gasoline fire or explosion.

The following Rules for Fueling are reprinted from a publication of the National Fire Protective Association and should be very thoroughly learned by every motorboat operator:

1. Fuel tanks should be properly in-

stalled and vented overboard.

2. Fueling should be completed before dark except in emergencies.

3. Whenever boat is moored at service station for fueling:

a. Do not smoke, strike matches or throw switches.

b. Stop all engines, motors, fans, and devices liable to produce sparks.

c. Put out all lights and galley fires.

4. Before starting to fuel:

a. See that the boat is moored securely.

b. Close all ports, windows, doors, and hatches.

c. Ascertain definitely how much additional fuel the tanks will hold.

5. During fueling:

a. Keep nozzle of hose, or can, in contact with fill opening to guard against possible static spark.

b. See that no fuel spillage gets into the hull or bilges.

6. After fueling is completed:

a. Close fill openings tightly.

b. Wipe up ALL spilled fuel.

c. Open all ports, windows, doors, and hatches.

d. Permit boat to ventilate for at least five minutes.

e. See that there is no odor of gasoline in the engine room or below decks before starting machinery or lighting fires. Dangerous vapors will settle to the lowest level of the bilges.

f. Be prepared to cast off mooring as soon as engine starts.

The following general instructions if strictly adhered to, materially minimize the danger of fire and explosion. Carrying out these instructions involves little or no expense and the effort expended in this way is repaid many times over in safer hours afloat.

COPPERSTATE INSURANCE

\$2,000.00 Fire Insurance on your Cholla Bay Cabin and contents \$24.93 per year. 1 year complete auto liability, club members only, \$27.08 per year.

Insurance by outstanding Mexican Co., price includes all Mexican fees and taxes.

Is your boat insured? We handle all types of Marine insurance.

Representative of Kansas City Life Insurance Co. All types of business and family insurance.

WES DOUGLAS — DICK SMITH III

Club Members

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1. Make sure that the gasoline tank is so installed that it can be filled only from on deck. See that the tank has a properly screened vent leading outboard to the open air and away from all fires on the boat. Make absolutely certain that both the filler pipe and the vent pipe are firmly and tightly secured to the tank, so that if the tank should overflow when filling, all of the surplus gasoline will run on deck in the open air where it may be immediately washed away.

2. After refueling, open the engine compartment to let any fumes escape. Never attempt to start the engine if there is any trace of gasoline vapor. Most explosions and fires occur within 15 minutes after fueling the boat — when these precautions are overlooked.

3. Make sure there are no leaks in the tank or pipe lines. Examine the valves in the pipelines, and repair or replace them immediately if there is even the slightest indication of a leak or drip.

4. See that every carburetor is equipped with an efficient backfire flame arrester of an approved type made by a reputable manufacturer.

5. Have a drip pan, screened with fine mesh wire gauze, under each carburetor, large enough and so placed that every drop of gasoline which may escape will be caught. Empty the pan frequently. The gasoline which escapes from the carburetor into the drip pan should and must be the only gasoline inside the boat, except in the tank and the pipe lines.

6. See that the bilges are well ventilated. Gasoline vapors are heavy, sinking to the bilge at once, and are highly inflammable and explosive when present even in small quantities. Vapor will

remain in the bilges indefinitely unless removed by proper ventilation. A spark of any kind or any fire on the boat may ignite such vapors at any moment.

7. If, in spite of all precautions, gasoline does get into the boat, extinguish all galley fires immediately, permit no smoking, and do not attempt to start an engine until all of the gasoline is removed. If gasoline gets in the bilges, dry the bilges completely and then wash them out thoroughly until all traces of gasoline odor have disappeared. Under no circumstances should any fire be permitted on board or any smoking be allowed at any time while tanks are being filled or when any odor of gasoline is detected.

8. Avoid spontaneous combustion. All oily rags should be thrown overboard or stowed in a metal container. Never allow such rags to be in hot, unventilated places. Wooden planks and boards should be painted or varnished to prevent oil or gasoline saturation.

9. Keep fire extinguishers readily available near gasoline installations. It is not adequate merely to have extinguishers on board. They must be kept full and in good working order to be of any reliance in case of emergency. In this respect they should be frequently inspected for corrosion or jamming and should be emptied and refilled annually.

10. In the case of gasoline fire, use a fire extinguisher immediately, directing the stream to the base of the fire until the fire is extinguished. The secret of success in putting out gasoline fires is to use the fire extinguisher while the fire is small and the capacity of the extinguisher is sufficient to cover the burning area.

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PLEASE
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Stories

HOOK ONTO A
NEW MEMBER!
Bring 'em to Meetings

Still Headed South

by Cecil L. Gary

The three campers stoped in Los Mochis and there Joe and Dave went to find a guide to go duck hunting and from what we hear it was a big success for they said they ate duck several days.

While in Mexico City Ruby and Vida had their hair done and then the five of them started out doing the town. They shopped and attended the bull fights (only 28,000 people there), the Thieves Market, Floating Gardens, and the University. During most of their stay they traveled by taxi for it is congested and sightseeing is better when you don't have to drive. Jim Riha left the group here and headed for Acapulco for a rest. We hear he likes it very much and found plenty of places to stay that are reasonably priced.

After crossing and getting down from the 10,000 plus feet of elevation just south of Mexico City the Underdowns and Davidsons continued on to Oaxaca. Here they parted. The Underdowns headed for Panama City, the Davidsons for Yucatan, and the Mayan Ruins.

In Coatzacoalcos the Davidsons met a couple from Kansas, Eita and Clem Abercrombie and now there were two campers again. The roads near the Rio Grigalva are through swamps and jungles. Bridges and ferries to cross. The bridges cost one peso and the ferries, (4 of them) cost 79 pesos. They crossed ferries near Carmen, and camped in a jungle clearing. Here they met some people from Conn., along with plenty of mosquitos and knats and other bugs. The people are all very nice and friendly. Lots of bananas and coconuts to eat. Across ferries and over islands an on to Puerto Real and there a longer ferryride. There are lots of trucks on the roads. Nice sandy beach near Campeche, Yucatan, the temperature is 100°. Now about 3100 miles from home. There are lots of cane fields along the road with plenty of coconuts, seems there are enough for the whole world. Around Champo-

ton there are lots of boats and little boys fishing. The houses are very lovely here and lots of wells and heneguen plantations and lots of forest.

The women all wear white dresses like a muu muu with lace and braid. The travelers went to see ruins at Vxmal Mayan on to Kabah near Merida. About 70 miles on further to the Chichen Itza Ruins, they spent several days going through all these places. Merida is just about far as one can go with out catching a boat so they plan to start back about the middle of March, traveling back to the eastern coast of Mexico. Clem takes pictures with his Polaroid. The children love to get the pictures. It is a sight to see them looking at themselves. There are lots of windmills pumping water in this area, it's green and very pretty. So now they are homeward bound.

This is the gleaning of numerous letters and phonecalls from our wandering family. When the Underdowns left the Davidsons we lost track of their adventures but hope to have a full report later.

Moore Drug Co. REXALL

Courtesy to Members
4105 N. 51st Ave., Maryvale Terr.
Phoenix, Arizona
AP 8-8591
CLUB MEMBER

ATTENTION MEMBERS

Your mail can now be picked up
at Cholla Bay Radio Shack. Address
it as follows: (Example)

MRS. MARY DOE
c/o J. Martinez, M.
Apartado No. 41
Puerto Penasco, Sonora
Mexico

Our Radio Operator will be our
mailman.

LUCKY THAT'S US

Yes, that is exactly the way we feel in spite of the fact we lost everything, but a fire extinguisher. It is our hope, Joe and Jeri Kerstiens, that someone will benefit by our experience — so here goes.

On December 30, 1963 we were going fishing at Cholla Bay. We left Phoenix on Friday to make an extra long weekend holiday.

As it can be once in awhile at Cholla, we didn't fish on Saturday due to windy conditions so we passed the time of day visiting all our friends who were about. That is one thing we can do in Mexico that we don't seem to get around to doing at home.

Sunday looked like an ideal day for getting in a good day of fishing. We had the boat in the water around eight-thirty. Frank and Betty Godfrey were with us in their boat. It was the eighteen-mile reef for that day. The water was a little choppy in spots traveling out. We had been traveling about an hour when the Godfrey's signaled that they thought it was getting rough and were returning. We started on only to find in a half hour that they were with us again.

We traveled on out until about noon and discovered that we had missed our reef. Joe checked in with the Cholla Bay radio station, Ken Johnson heard the call and called the Jerri-J for a chat between machinists. We decided to turn around to see if we could hit the reef and get to fishing. Joe pushed that starter button, once, twice, and the third time we heard a noise come from the engine. Mike, our son, who was with us nudged me and pointed to the motor. Smoke was coming from under the hood of the inboard-outboard.

The Godfreys saw the smoke at the same time behind us. They speeded up calling to us to get off that boat before the gas exploded.

Joe proceeded to the back, evidently not thinking much amiss, raised the hood and all fire broke loose. Of course, the wind caught the flames and then flames spread every direction.

Joe ran for the extinguisher. We

learned then and there that an extinguisher should not be in the bow of the boat. How often would you have a fire in the bow. Certainly, in boats of this type a fire would most likely start near the motor or gas supply.

Where were the life jackets? They were under the seats next to the motor and fire. This too we found not to be the place for them. A person should have the jacket on or at hand — that being under his or her seat or not near possible fire area.

We had about twenty gallons of gasoline aboard so all our thoughts were to get off the boat before the tanks exploded. The Godfreys came along side and we jumped into their boat.

After a short time and conversation, we thought if we made a pass and used all extinguishers, the Godfrey's two and Joe came aboard with ours in hand, that possibly the fire could be put out.

No, it was too much of a fire by now and the extinguishers were not large enough to do the job.

We stayed close by to see if part of the hull would be left to bring in. In one hour the boat had turned to the water line and a wave caught it then it sank.

The tanks did not explode as we thought they would. We were very grateful that our friends, the Godfreys, were close by as we did not see another boat until we were about thirty minutes from Cholla Bay on our way in.

It is quite a coincidence that some fifteen years ago the Godfreys were with us when our auto rolled three times off the Bush Highway. In both accidents no injury occurred so lucky, yes, we really feel we are and have a wonderful guardian angel.

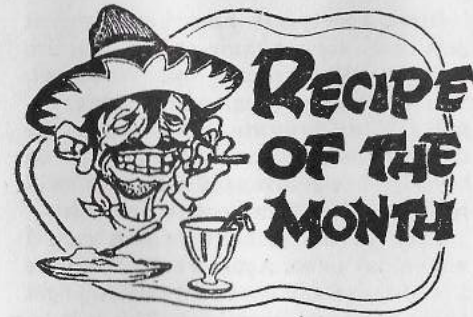
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by Lela Gary

This recipe is too involved to attempt in camp and perhaps you wouldn't have everything you need in your hacienda by la mar pero en su casa aqui it is a wonderful way to feed a crowd of sea food lovers.

In the top of a double boiler, over direct heat, saute 1 tablespoon chopped onions and 1 small garlic clove. Don't brown! Discard garlic and add 1½ tablespoon flour and 2 teaspoons curry powder. Blend until smooth and stir in ½ cup consomme and 1 cup cream. Cook and stir until thickened. Cool and let stand in the refrigerator. Add 1 tablespoon chutney, a dash of lemon juice and 1½ cups fresh cooked or canned shrimp or crab. Just before serving heat thoroughly over hot water,

Make the AJO . . .

Blakely Station No. 68



a "must stop" on your way down and back from Cholla Bay.

Our members Paul and Jack will have your gas refund slips ready for you when you fill your boat.

season to taste and serve over hot cooked rice with condiments. These may vary but chutney is always used, chopped peanuts, crumbled bacon, chopped hard-cooked egg, shredded fresh coconut, tiny pickled onions, chopped ginger or India relish. You should use at least four or five besides the chutney.

This is perfect for a crowd for the sauce and condiments may be prepared hours before serving time leaving only the rice at the last minute. It is served best buffet style. Just set out the rice and sauce and let your gang pile on all the extras they want. Besides the curry a lettuce wedge with dressing, tea or coffee and rolls are all that is needed. A light simple dessert such as sherbet is most suitable with this meal.

My neighbor and I talked about doing this for months before we actually put it on the table. Since it has become a favorite with the cook and diners alike in both households.

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Club Member

EDITOR SPEAKS

by Cecil Gary

Via the grapevine I hear the club now owns a power plant to keep the radio batteries charged so now the radio will be working again. This along with the permit we obtained for the radio seems like good progress to me.

Wes Douglas will be glad to accept ads for the Chatter. If you know someone who might be interested in advertising let Mr. Douglas know and he will contact them.

Joe Kerstien, whose boat burned some time ago, has a brand spanking new one. Here's wishing him lots of good boating.

Every meeting I corner people, twist their arms and make them promise to write an article. Some are shy, claim nothing ever happens to them that would interest anyone else. Some turn me down flat. Some promise but never do. Some, bless their hearts, write.

The deadline arrives. I collect what stories have not been mailed or brought to me. Those in longhand are typed. Often there aren't enough stories and so we write, erase, write, erase, write and type.

Off I go to the printers who tell me to check in a couple of days to find out when the proof sheets will be ready. I check. They are ready. Phones ring! I call Helen and Charlie Reed, Ilene Harper, Adeline and Ray Sanderson, Dorothy Verduyse, Bob Taylor and anyone else who has expressed a willingness to help. Someone puts on the coffee pot and we all gather round.

Proof sheets are passed out and it gets quiet, for a minute or two. Ads are checked. Who is paid up? Who isn't. The cutting, pasting, and fussing begins. When we are all finished the Chatter has taken shape and is on twelve sheets arranged like you will receive it. We drink coffee and visit.

Back to the printers I go. Again I wait a day or so. Again I call. This time I go in, read and check all twelve pages again and hand them back. This is it.

The Chatter is printed and delivered to the mailing service and sent out to you. I go by the mailers and pick up extra copies and bring them to each meeting so members and guests may have them.

This is the story of your Chatter. I sincerely appreciate those who help me write, assemble, plan, proof, type, print and mail this little magazine. Gene Henry, Bill Valentine, Myrt Johnson, Bob and Alice Taylor, Lynn Bayless, Les Conlisk, Olive Eddy, Florence Zimmer, Helen Reed, Ann Miller, Dave Davidson, Carol Skogland, Ida Bourland, Wes Wells and others have written for the Chatter. This is wonderful. I only wish more people would sharpen their pencils and get busy.

The regular paste up crew are a grand group of folks. I thank them for their faithful help.

The professionals I work with, printers and mailers, are most co-operative.

Give me your suggestions and stories, I welcome both.

Remember, if you don't see it in the Chatter it's because YOU didn't write it down and turn it in.

LETTERS TO THE EDITOR

Editor, The Cholla Chatter:

Father Francis Peacock of Clifton gave me your March publication so I could see the ad regarding the boat my daughter won on 'The Price Is Right.' It is a very interesting publication and I couldn't set it down until I read it from cover to cover. Incidentally, the boat was sold to Mr. Walter Sheets of Phoenix.

My daughter, Margie Sanchez Rodriguez, graduated from St. Joseph's school of nursing in 1961. She had a lot of friends there and it occurred to me that some of your readers might have daughters or friends who attended

St. Joseph's who are friends of Margie's. After her appearance on TV, my phone rang 'til 1:00 A.M., local and long distance calls from all over the country, congratulating me. It was truly a momentous occasion for us.

I am very impressed by the good sportsmanship that seems to prevail among the members of the Cholla Club. My very best wishes to them and you.

Sincerely,
Mrs. Beatrice Olivas
Route 2, Box 6A
Duncan, Arizona

Don't THINK you know it all on safety. Be sure you know you are safe. Not sorry.

APPLICATION AND BENEFICIARY DESIGNATION CHOLLA BAY SPORTSMANS CLUB

Name

Address

City State

Amount Paid \$ Years

I hereby designate the following named beneficiary under CONTINENTAL CASUALTY COMPANY Policy No. SR 168504 for the Loss of Life Indemnity, subject to the conditions named in said policy: Fifty per cent (50%) to the Cholla Bay Sportsmans Club Search and Rescue Fund.

Fifty per cent (50%) to:

if living, otherwise to my estate.

Signed at State of

..... This day of

19.....

Witness

Applicant

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11-62

RETURN REQUESTED

Operation: Tide Chart

By Lynn Bayless

Great Tides Occur at Full & New Moon

April 23

April 30

NEW MOON

1ST QUARTER



FULL MOON

LAST QUARTER



May 8

April 16

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

April 15	0510	30	0655
	1825		2030
16	0600	May 1	0815
	1945		2140
17	0710	2	0935
	2115		2240
18	0850	3	1045
	2215		2330
19	1010	4	1145
	2305		
20	1110	5	0000
	2355		1225
21	1210	6	0040
			1305
22	0035	7	0110
	1300		1335
23	0115	8	0130
	1340		1415
24	0155	9	0200
	1420		1445
25	0235	10	0230
	1520		1515
26	0315	11	0300
	1610		1555
27	0405	12	0330
	1700		1635
28	0447	13	0400
	1800		1715
29	0545	14	0450
	1910		1815

**Ship To Shore
 Marine Radio**

Call Letters

2182	Safety & Calling
2555	Boat to Shore
2738	Intership
2638	Intership

Citizens Band Radios

Monitor Channel	22
Conversation	16
Conversation	11
Conversation	9
Conversation	5

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**Tucson Lodge No. 747
 Loyal Order Of Moose**

379 N. MAIN AVE., TUCSON

(The Tucson Chapter of the Club meets at 7:30 P.M. the third Tuesday of each month in the Green Room at the above address. Members are urged to attend and bring their families. Visitors welcome. Upstairs.)