



Volume 4, No. 3

May, 1961

What Search And Rescue Means To You

The will to live, coupled with an accepted fact that help will eventually come, kept a downed American Pilot alive in the Pacific for a period of 11 days. This man was not in a life raft, but was floating in the water in his MaeWest life jacket during the entire ordeal.

A Miracle, yes possibly, but it shows what a human being can endure with the desire to live instilled in his mind, with the confidence that his fellow man is searching for him.

We Club members that enjoy the Sea of Cortez all have the desire to live, but up to the present time, we could not put too much confidence in help that would be forthcoming in the event of an emergency developing.

This problem can partially be solved through education and training. At the present time there is a dedicated group known as the "Power Squadron," and we hope to shortly form a Coast Guard Auxiliary for the State of Arizona.

Through these two organizations the Club will eventually have trained individuals that will make our Cholla Bay Search and Rescue Group function. When we have an emergency develop we will go into action immediately. We therefore must have a pre-established procedure set up that goes into action immediately.

Here is a brief outline of our presently developed procedure:

We will have three different groups

(Continued Page 3)

PROGRAM

At the last board meeting we decided to start a series of talks at the Club meetings. These will be educational programs on seamanship, safety and survival. They will be no longer than twenty minutes each so we will have time for our regular entertainment. These programs will be presented by persons well qualified on the subjects.

Our regular program this week will be an introduction for these programs. The speaker will be Commander Bill Bishop of the Phoenix Power Squadron. His subject will be on required equipment and its proper use; seamanship and how to meet emergencies.

Commander Bishop is well qualified to speak on these subjects. He has cruised the Gulf of California for a number of years. He has been in the position of having to use his knowledge of survival and last year on a cruise of the lower gulf was able to assist with a rescue that averted a tragedy.

—Paul Schoonover
Program Chairman

Tuesday, May 9 - 8 P.M.

Goettl Bros. 2005 E. Indian School

Ship To Shore Radio

Call Letters

2182.....Safety & Calling
2715.....Mexican Marine
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2638.....Intership

Cholla Chatter

(Official Publication of the Cholla Bay Sportsmen Club)

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PREXY SPEAKS

It has taken years of hard work, time and money on the part of many, many people to get Cholla Bay Sportsman Club to the advantage point it has today, and without it we couldn't possibly make the progress that I believe we will experience this year. Each year the groundwork is laid for the next, and each prexy with his Board of Directors make it possible for the next to complete projects.

By the time this Chatter is published, the dream of the radio and reliable operators, Mr. and Mrs. Shahan, at Cholla should be a reality. On our next visit to Cholla, be sure to stop and get acquainted with these people and see how nice the new club house will be. Maybe there is something you would like to donate.

Don Gehon of Gehon Boat Co. made a trip to Cholla last week and found it necessary to bring the radio back to Phoenix, where within a few hours he had it in perfect working order. Don will return the set to Cholla April 22 and finish tuning it to our new antenna.

Everyone has been wonderful about—giving materials, time and plain old hard work to get this project on the road. Howard Bailey and the Salt River Proj-

(Continued Page 8)



Phoenix Club

In as much as Splinters from the Board has been among the missing articles that should have been in the Chatter the past two months, I will back track to the February meeting of the Board of Directors held at the Bill Blair home.

The profits from the 1961 Derby and how it should be used, if there was a profit, was one of the important matters discussed at the February meeting. A plan was suggested that a separate fund, designated as the Cholla Bay Improvement Fund should be set up with profits from any money making project of the Cholla Bay Sportsmen's Club of Phoenix and Tucson. A separate committee of four trustees would be appointed—two from the Tucson Chapter and two from the Phoenix group, who would have charge of this fund and how it should be spent for the betterment of the Cholla Bay area, with authorization of the Board of Directors from the two chapters. The chairmen for this committee should be appointed by the four trustees who constitute this special committee. It was voted that a letter and minutes of this board meeting be mailed to Tucson for their consideration of this suggested plan.

A proposed project for the coming year was to see what could be done to make the highway from Sonoyta to the Bay safer for travel and thus eliminate tragic accidents among the travelers on this

(Continued Page 5)

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RESCUE — (Cont'd.)

within our Club members offering their equipment, and time, if you don't have the time and are willing to offer your equipment, we will train a qualified individual to operate your equipment.

1. Boat Group—Boats kept at Cholla Bay in excess of 17 feet, with all the required search and rescue equipment, and a radio to operate in conjunction with the Club's base station.

2. Jeeps or Sand Buggies kept at Cholla Bay to be equipped with the required search and rescue equipment, and a radio to operate in conjunction with the Club's base station.

3. Air Group—Airplanes, preferably with two motors, with radio communication.

Our present plans are to have a minimum of six boats, six jeeps or sand buggies, and six airplanes that will be offered from Club Members, with as many reserve units as can be obtained to back up the six minimum in the event the others units would not be available. The six

jeeps and boats will be available at Cholla Bay at all times, they will be fully equipped and ready to roll when called upon.

The Club House will be our base of operation with the people operating the base station and Club House acting as a clearing house for the entire procedure.

The Air Group will have their planes in Arizona and will be called upon as determined by the co-ordinator at the scene at the time of the emergency.

Efforts are now being extended so that clearance for these planes on Search and Rescue missions can obtain clearance while in the air, and will not be required to clear through Nogales, and could fly direct to Rocky Point, this we know will take some time, but we feel it can be worked out.

What does this mean to you??? To be qualified to save your OWN LIFE, as well as that of others. The courses and training programs will be offered to all, Club Members as well as non-members.

At the time of the writing of this article we are not in a position to offer a schedule of programing, but we are shooting at a June 1st date for completion, so next month's chatter will let you know when, where, and how. Join the group—the life you save may be your own.

Those of you that have questions, or suggestions please write me direct, Lyle Underdown, 916 West Adams Street, Phoenix, Arizona.

The Doll House

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by Bill Valentine

You know, good people and kindred boat lovers, I'll wager that 98% of you people reading this article and owning or skippering a boat, sincerely believe that you are quite capable of handling your rig in just about any situation that might arise, while you are at the helm. I know I do, and all things being equal, we are all more or less alike, being human.

I am firmly convinced now, that the good Lord, teamed up with lady luck, is the only reason that I have blissfully and ignorantly returned to dry mother earth from many a trip offshore.

In my awed opinion, the three most important factors in a skipper's life, are in order of importance, luck, common sense, and experience. The longer a guy lives, *usually*, the last two items mentioned acquire finesse, but neither of the last items mean a damn, if lady luck is against you—as I had occasion to have hammered

home to me, tragically and emphatically over the derby weekend.

It's still very confusing to me, the 'whys'—why one damn fool can take gawdaful chances with a boat full of people, doing stupid asinine tricks, and come back to shore safely, while another experienced, capable man, fails to make it. This fact, emphatically convinces me that lady luck plays a very large part in our silly little lives. When I look back, over the years and recall some of the close brushes I've had, some of the stupid, Yes, Asinine things I've been guilty of, while piloting a boat with someone else's life at stake besides my own, I, believe it or not, feel humble, and so very very thankful—I'm stating fact—not trying to get mushy.

The sea and gulf tragedies are going to become increasingly more numerous as tempis fugits, for the very simple reason that each and every weekend, there are new skippers arriving on the scene, secure in the knowledge that because they just bought a boat with a high powered power plant and have been driving a car all their lives without trouble, they are masters of the situation, no matter what the hell it is. Salt water knows different.

As I read the above, it sounds like a lecture—it surely isn't, I'm just trying to understand some of the reasons things happen like they do—the more I think, the more I know and believe, that luck,

will bring you back to mommy.

It scares the hell out of me, when I think back to the many, many close calls I've had on the Gulf. To prove my point about the three factors, which extend or terminate a skipper's career, I'd like to relate the following:

I guess that the closest call I ever had, happened on the wild and turbulent channel between Kino Bay and Tibron Island. Two years ago, in June, Cecil Graham, Jim Harrison, Sterling Elms and I took a trip to Kino Bay, for a week's fishing for yellowtail and some of the superb spin fishing of Tibron Island. Cecil and Jim were to fish in Jim's new 17 foot boat, while "Sterl" and I paired off in the Afrikan Queen, my 16 footer. When we arrived, the local Mexican resort proprietor at New Kino, Johnny, gave us the sad news. The wind had been blowing a steady gale directly on shore for the three weeks previous to our arrival and had built up quite a considerable surf, making boat launching a rather damp undertaking. Much to all our surprise and elation, we had been there just a few short hours when the wind died down to just a gentle breeze. With the help of about a dozen of Johnnie's compadres, we manhandled both boats on into the water. That day was ideal. We barreled on over the 18 miles to Tibron across the still choppy channel with no trouble at all, caught a mess of fish and came on back to tie up

to an anchored buoy just outside the surf line, whereupon we waded ashore with our empty fuel cans and fish. That was the last boat trip we had for four days straight. During the night that damned wind sprang up again as if to make up lost time for the one good day it had let slip by. By the fifth day, after fishing every inch of the shore line around New Kino from the Rocks, Cecil and Jim wisely decided to haul-A on back to Phoenix. Sterl and I foolishly (the understatement of the year) decided to wait it out a few more days in the hopes the wind would lay enough to let us get to the island again. We had both noticed, that between about 5 and 6:30 a.m., the wind, for some strange reason, would let up for about an hour and a half before building up again. Drawing upon combined vast store of experience and teencie weencie bit of practically no common sense, he and I reasoned out that we could time our departure at 5 a.m. sharp, scoot across the channel and be safely ashore spinning, before the wind rose to fevered pitch again. You know, good people, before that little ride was over with, I got more knowledge, and acquired more common sense in four hours than I had previously learned in 38 years. Sure as hell, about 5 a.m. the wind started calming, so Sterl and I wallowed on out to the Queen, loaded down with gas cans, sleeping bags

(Continued in June)

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QUESTIONNAIRE

Date.....
 Name.....
 Spouse's name.....
 Home address.....
 Home Phone.....
 Business Address.....
 Business Phone.....
 Type of employment or business.....
 Would you be willing to serve on a committee?.....
 How often do you go to Cholla Bay.....
 Do you speak Spanish: good.....
 not so good.....
 In case of emergency whom should we phone:.....
 Any comment you wish to make?.....

The above questionnaire is for the purpose of forming a club roster. We have endeavored from time to time to locate our members for the purpose of asking for their assistance with club functions or for other reasons which could be at anytime a real emergency. If you will please fill in the questions and mail to the undersigned, I will attempt to type the information on a card, alphabetize, and upon completion submit the entire roster to our Secretary for safe keeping. She in turn will secure from each new member the same information to keep the file current.

This list under no circumstance is for any other purpose than our club's affairs.

Please mail your completed questions promptly and save us all the further expense of mailing to you individually.

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Ajo Fisherman

by Miss Nomer

We have various types of articles in this paper about sundry items but we don't recall one on the direct benefits one town or a group of various clubs have gained from a Gulf of California fisherman.

When we were enroute to the derby we stopped at the Doll House in Ajo for lunch and became engrossed in conversation with Pauline Netherlin. We thoroughly enjoyed her description of the fish fry for the Toastmasters Men's Club and the story on the hundred pound grouper that would furnish the fish fry for the cancer drive in Ajo.

Alton Netherlin is District Attorney and also seemingly a very good Chef. When the time arrives for political rallies he and Billy Joe hitch up their boat, catch the fish and fry it. Alton has been fishing the Gulf for approximately 30 years now and he sure knows where the fish are hiding—he has caught some beautiful fish.

It's real nice to see a hobby furnish this much to so many people and also to meet a wife who doesn't give a darn about fishing but enjoys a fishing trip second handed. Also, she's a good publicity agent for Ajo, fishing and her husband and son. Pretty good combination don't you think?

FOR SALE:
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Joe and Rita Longacre

SPLINTERS — (Cont'd.)

road.

A joint meeting of the Board of Directors of the Tucson and Phoenix Chapters of the Cholla Bay Sportsmen's Club was held at the Sanchez restaurant, Cholla Bay, Sunday morning, March 26th, the day following the Derby. Present were presidents Ed Smith and Wayne DeVore, Joe Rodrigues, Frank Young, Clayton Sheers and Dr. B. E. Walker of Tucson; Bob Taylor, Dave Crane, Jerry Williams, Ruby Smith and Myrt Johnson of Phoenix.

The problem of the Club radio, now located at Nacho's store, was discussed at length in an attempt to determine what could be done to have this radio moved to a place where 24 hour service every day could be relied upon. It was pointed out that the radio permit was in Nacho's name, and that some arrangement must be made to have this permit transferred to another individual who was a Mexican citizen in order to comply with the laws

of Mexico. Mr. Sheer introduced Mr. Lloyd Shahan, who is now a permanent resident of Mexico and, together with his wife, Gina, contemplates operating a Club for Cholla Bay Sportsmen's Club members, having acquired the two large rooms of the north section of the Curio Shop building. Mr. Shahan suggested the possibility of having one speaker at their club rooms and another at Manuel Cardenas' store, thus assuring service around the clock. Mr. Shahan also stated that his wife was a citizen of Mexico and was opening this club with the sanction of Mexican officials.

President DeVore informed those present that permission had been granted by the Mexican officials at the border that a 3x5 blackboard be erected by the Cholla Bay Sportsmen's Club out of doors so all the people crossing the border into Mexico could easily see it, on which would be written all important messages for people down at Cholla Bay. The Sheriff of Ajo will cooperate with our Club in relaying radio messages to the border at reasonable given hours.

Bob Taylor of Phoenix, as chairman of a Membership Poster Committee, asked for advise as to how this committee should proceed. The final decision was that a questionnaire be inserted in the Charter requesting members to fill in the information asked for. April meeting continued in June issue.

—Myrt Johnson, Secretary

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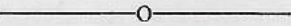
PREXY SPEAKS — (Cont'd.)

ect donated the power pole (and everything including the pole climber) to install the radio antenna. They even furnished the trailer to transport the pole. Wes Douglas of Copperstate Insurance Co. gave the club the liability policy necessary to get the pole to Cholla and the trailer back, plus giving freely of his time helping to set it. Walter Shanahan donated the Shahan's 10 gallons of paint, brushes and rollers. Wayne DeVore, Tucson president, brought a group from Tucson to assist in the project. That "Casey" worked like a beaver, and a contractor (I'm sorry I didn't get his name) who plastered up bad spots inside the building. Thanks to all of you and many more whom I didn't get a chance to find out who you were. Now I ask you—Where else could you find such a wonderful bunch of people with the enthusiasm and willingness to work for the spirit of sportsmanship, safety and better relations across the border.

The Board has scads of wonderful new

ideas and plans that they are working on to further our safety project. We will hear about them at our next meeting.

—E. H. Smith



A MOTHER SAYS THANK YOU

Would you put this in your little magazine?

I want to thank each and everyone of you for all you did to find my boys, Floyd and Le Roy Davis. You will never be forgotten for the wonderful things you did.

Mr. and Mrs. Walter Richmond,
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Loyal Order Of Moose

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