



VOUUME 10, NO. 5

MAY, 1964

CHAPTER COMMENTS

Phoenix Prexy

— Wayne Earley

By the time your CHATTER arrives, the Luau will be legend. I hope this activity can become a Club tradition. It promotes membership "esprit-de-corp" and provides funds for our activities. We are all deeply indebted to Mr. Tom Sharp for his generosity and grateful to all those who worked so hard to make the luau so pleasant.

Now is the time for us to begin making notes and coordinating our thinking toward revision of our Constitution and By-Laws so that they can be included in the ballots for next election.

Bill Hammer and last year's Board did a magnificent job of providing the Club with a new Constitution that provides for growth and a fair distribution of representation and responsibility.

Tucson Prexy

— Deane Fisher

My fellow officers and myself were very pleased with our April meeting in our new meeting hall at 1115 East Fort Lowell.

We had a very good turnout of regular members, a large group of prospective members, and guest. I think our basic reasons for this is due to our telephone committee, headed by Dorothy Walker and her dialing committee. Another reason without a doubt is from the 10-second slides being run on two of our TV stations. These slides show a picture of the Emblem of the Club and announcement of the meeting place and time. This has all been made possible by one of our members, Chris Tatum, who is employed on Channel 13. He is setting up more slides and information pertaining to the derby which will be shown at opportune

(Comments Continued on Page 3)

DON'T MISS YOUR MEETINGS!

PHOENIX

MAY 12 — 8 P.M.

**Goettl Auditorium
2005 East Ind. School Rd.**

TUCSON

MAY 12 — 7:30 P.M.

**J.C. Building
1115 E. Ft. Lowell Rd.**

Cholla Chatter

Official publication of the
Cholla Bay Sportsmen's Club, Inc.

P. O. Box 7171, Phoenix 11, Arizona

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Secretary Truman Nussbaum
Treasurer Robert J. Taylor
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Lyle Rodgers, Forest Cooley

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P. O. Box 334, Tucson

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Harry Jones, Howard Taylor,
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EDITOR Lois Sanderson
ASST. EDITOR Ron Shauinger

EDITORIALLY SPEAKING

I have been asked to clarify the confusion that seems to exist about the beneficiary forms for our club insurance! This mostly pertains to new members who may have used the application blank furnished in the CHATTER. Very often, he has included the extra two dollars for his spouse's membership. He feels that because he has named her as his beneficiary — that the insurance company should naturally know that he would be hers! BUT that isn't the way it works. She has to make out a separate application in order for him (or someone else) to be protected by her own policy.

HOWEVER, there are members of years standing — who have neglected to fill out these forms — for some reason or other. Maybe you think you won't need it! PLEASE — EVERYONE — check with the Membership Committee. Your name could be on the list of those having no beneficiary.

**Let's celebrate our Biggest
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Comemororative Bill Valentine Originals

The Phoenix Chapter of the Cholla Bay Sportsman's Club will commemorate the Club on their 9th Annual Fishing Derby with a printed cashet.

This cashet (for those who do not use the word) will be an envelope, printed with a Bill Valentine original drawing, stamped with a commemorative stamp (Mexican), and mailed from Puerto, Penasco, Sonora, Mexico.

It is a thing of beauty — a keepsake, and for those who are collectors — they are valuable!

SO — order your's early. We are having a limited number of these printed. You may obtain yours by sending 20c for each cashet that you wish — to Katherine Hitchcock, PO Box 12277, Phoenix, Arizona, 85034.

These covers have been advertised in the four leading National Stamp magazines. If you want them uncanceled, send a stamped addressed envelope for us to send them to you in. Otherwise, all of the cashets will be addressed with a pencil — making it possible for you to erase your name and still have the cancelled stamp and envelope.

Let's see the orders roll in as this is our opportunity to help the Phoenix Chapter raise the money it needs to complete the projects planned for this year.

Editor's note: The cashet will say the 8th — but the error was noted too late to rectify.

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PHOENIX

(Continued from Page 1)

All of us who participated in this effort were aware that this instrument was not perfect or complete, but would provide a vehicle for the Club's administrative mechanics of present and future years. As we proceed through this first year's operations, deficiencies and needed changes are becoming obvious. Please present your recommendations to your "Chapters" Board meetings so that they may receive full consideration and discussion prior to presentation to the Council. This is not intended to imply that any individual members cannot submit their recommendations directly to the Council as stipulated in the Constitution.

I would like to urge all members who reside in areas other than those in the immediate vicinity of Phoenix and Tucson to consider the chartering of your own Club Chapter. This will provide the whole Club with better representation on the Council and make this a stronger Club. It will also give you members in these areas an opportunity to participate more easily in the companionship and activities of fellow members. Who will be first? Casa Grande? Globe-Miami? New Mexico?

C.M.E.

Want a safe boat for the Derby! Have a Courtesy Motor Boat Examination by the Coast Guard Auxiliary approved C.M.E. These men and women stand ready and able to give you safety hints and suggestions — and there is no charge for their service. Their suggestions are not mandatory but are intended to assist you — if you so desire. The Inspector Examiner will have a check list of items required. He will go through these with the boat owner or his representative. Club members who are IE's at the present time are Marge and Frank Claver, Myrt and Ken Johnson, Harry Hardister, Wayne Earley, Katherine Hitchcock and ? How about you, Dick?

TUCSON

(Continued from Page 1)

times between now and the derby date. I think this will create a lot of interest especially to non-members who fish in the gulf and possibly entice them to become members, at least by derby time.

* * *

WHITHER, THE WEATHER?

Would it help to know what the weather man has in store for us? Or would we just shrug and do what we want to do anyway? The U.S. Weather Bureau does have a neat service that we can prevail on by simply dialing BR 3-0333 on the telephone. Our understanding is that the recording that we hear — is made fresh and up to date hourly. This report covers all of Arizona and the Lower Colorado River Basin (Upper Gulf).

WARNING — Do not use 2182 — EXCEPT in cases of EMERGENCY! We are being heard LOUD and CLEAR in Long Beach and even as far away as San Francisco. We must not get them confused! When just talking from boat to shore or from boat to boat — USE THE PROPER CALLS. Remember — 2182 in emergencies — ONLY! READ the INSTRUCTIONS carefully.

Make the AJO Blakely Station No. 68



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

Paul Corlich — Jack Cameron
Club Members

SPLINTERS from the Phoenix Board

The April Board meeting was called to order by Wayne Earley, Pres., at 8:15 p.m. on Monday, April 6th at the home of Ray and Adeline Sanderson.

Officers and members of committees present were Wayne Early, Dick Gardner, Charlie Reed, Edith Tyra, Ray Sanderson, Monty Montgomery, Frank Claver, Joe Kerstein, Tom Sharp, Kathy Hitchcock, Bill Blair, Bill Valentine, Bill Hammer, Gene Henry, and Lois Sanderson. Also sitting in, were Adeline Sanderson, Doris Earley, Rod Sanderson, and Dave Wood, a guest.

Minutes of the March Board meeting were read and approved.

Tom Sharp gave a report on our Luau. All is going real well and a suggestion that there be prizes for costumes in the Hawaiian theme resulted in a motion being made by Dick Gardner that \$50.00 be given to Tom Sharp — to be used by him to purchase a door prize and costume prizes. It was seconded by Joe Kerstein and passed by the board.

Bill Valentine introduced his guest, Dave Wood from the Arizona Wildlife Sportsman Magazine. He is interested in integrating our CHOLLA CHATTER into his magazine but our board did not approve of the idea. However, he was told to put his ideas down on paper so that they could be presented to the Council and the Tucson Chapter.

Bill Valentine reported for the Chart and Map Committee. The map which

he is drawing with the help of Rick Bell is nearing completion. Rick is doing the compass reading.

Ray Sanderson, chairman of the Membership Committee reported that as of April 1st there are 268 members paid up in the Phoenix Chapter. Thirty-one of these were renewals which came in after delinquent notices were sent out to all 1963 members who had not sent in their dues for '64. There are 194 still to be heard from.

There was a discussion about the Derby issue of the CHATTER and it was decided that we'd recommend to the Council — that the June issue be printed early so that it would be received before the Derby date by the members.

Motion was made by Frank Claver that the Phoenix Chapter take on the Mexican Incorporation as a project — with the permission of the Council. This was seconded by Tom Sharp and passed.

Bill Blair reported on the road. He told us that it was now being surveyed and is scheduled to be paved this year.

Kathy Hitchcock told us of a money-making project — that of Commemorative envelopes for our 9th Annual Fishing Derby. They would cost us nothing but our OK. Motion was made by Tyra and seconded by Ray Sanderson that our Chapter approve it for the Council's action.

The May meeting will be "Fishing Tackle" night.

Respectively submitted,
Edith Tyra, Secretary

Tucson Chapter Talks

April 14, 1964

Meeting called to order at 8:00 p.m.
... Deane Fisher

Visitors introduced: Dick McClanahan, George Gardner, Thelma Saylor, Blair and Rose Thompson, Bill and Frieda Knight, Louise Bogard, Ron Farrar, Jim Barr and son, Mr. Payne.

Report of chairmen:

1. Forrest Cooley, Prize Committee.
2. Les Conlisk: Advertising and mailed 54 letters to prospective members.

3. Don Kempt: Introduced to club members as the membership chairman. Note: Telephone call was received during the meeting informing the membership that Jim Jamison, who is a club member, asked for blood donations to be given for his father who is ill in a Houston, Texas hospital.

4. Dorothy Walker: Chairman of the telephone committee asked for volunteers to serve on the committee. The Tuppa Ware representative, Mrs. Morrow, asked that people wanting to place an order, contact Dorothy. A show of hands indicated the telephone committee was working effectively.

Bill Davis will make complete coverage of the derby. Pictures and editorials will be written for Sunday paper within two weeks. Cholla Bay add on TV was viewed by many members. TV advertising and arrangements were made by Mr. and Mrs. Chris Tatum. Channel IV and XIII future TV coverage, will be with our club president and various members. More time on TV is forthcoming.

Old business: Mrs. Chris Tatum noted that club members were not as friendly toward new members as they should be. Everyone should make an effort to welcome them in order for the club to grow.

Dick Case reported that a boat show at the Monterey Shopping Center, the 6th through the 10th of May. Also scuba diving equipment.

Chris Tatum requested that people with special occupations offer their information to the club members.

Mr. Morgan asked about boat radios. Chris Tatum reported the most feasible

radio was the marine or citizens band radio. Citizens band cost approximately \$200.00 and marine band radio cost approximately \$300.00-\$400.00.

President reminded club members and guests the necessity to check in and out when launching boats. If this is not complied with, the port authorities may levy fines and also set up fees for entering boats at Cholla Bay area.

Les Conlisk has range and direction finder on his boat that will locate a person in distress if he is calling for assistance.

Any person desiring a subscription to the Salt Water Fishing Magazine, contact Verna Conlisk.

All members should notice tide chart on back of Chatter.

Mrs. Chris Tatum asked about taking animals across border. Informed that it was authorized as long as animals had the proper immunization.

Fishing report: Good at Cholla Bay.

Dick McClanahan asked about interference he was receiving on a Heath Kit Sonar set. Informed to use shielded cable and suppressors.

Door prizes donated by Mrs. Mary Fisher: Won by Mr. Morgan.

Motion to adjourn by Harry Jones seconded by Harry Cunningham. Coffee and donuts served.

—LESTER BABCOCK, Sec.

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MAY 29 and 30!

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By Bill Valentine

I've done this thing before, but so many people keep asking that I'm going to repeat these choice little pearls of wisdom pertaining to the correct types of lures to snooker various species of salt water gulf fish into your goodie sack.

For Mackerel, Skipjack, Bonita, Pompano and Dolphin, a chrome finish spoon such as a Tony Acetta #15, Johnson silver minnow, Luhr Jensen Krockadile, Weber Mr. Champ, Kastmaster, Johnson Lujon, or any chromed "wobblers" will suffice.

Actually, a Dolphin or a Skipjack will hit a white feather jig sooner than a spoon — if it's trolled. The opposite holds true if you spinecast. The spoon has a built-in action, while a feather has to be "pumped" to make it attractive enough to entice a fish to hit it.

Now here's a funny thing! A mackerel will strike a spoon ten times faster than he'll bump a feather — most of the time, yet I've seen the time when a very small feather jig was the only lure they'd hang onto.

Sea trout aren't too particular — at times, that is! One fact which finally penetrated my thick little skull, was that on a bright sunny day when the water is quite clear — a spoon will connect you up often, while a feather only occasionally will. But the reverse is true when the wind is blowing and the bottom is stirred up like muddy coffee. Trout can be caught trolling if you leave at least 50 yards of line out. They are quite spooky and a boat passing over their heads has a tendency to scatter them. By leaving a long line out, your trolled lure most generally will be in the right place — at the right time — when they regroup.

Pinto and Grouper, I'm not much of an expert on, having given away almost all of my heavy rigs — years ago. I like to occasionally fish for them by jigging. This is not meat hunting, and instead of work — it is sport! I lose the big ones this way, but have a lot of fun doing it. Using a 6½ to 7-foot rather stiff freshwater bass rod, a reel having about 150 to 200-yard capacity of 20-lb. test monofilament, and about half a dozen assorted feather jigs of around one to two ounces in weight — will put you in business jigging.

I've actually caught a bigger variety of fish in this manner than in any other way, and MAN — it really is a thrill when you hang onto something big this way! You never have the foggiest idea what you've tangled with till you finally work him up to the side of the boat.

Like I said, I don't land many large fish (as anyone who has seen the African Queen return to the Bay — can testify) but I sure get a lot of sport, action, and variety, which after all, is the SPICE of LIFE!

WIELDING THE GAVEL!

You are all no doubt aware that our Annual Derby is just about on us; — also that there are numerous jobs that need to be filled.

The Derby this year is being organized by the Tucson Chapter, but this does not mean that members of both chapters are not needed to help with such things as serving on the beach committee or helping out at the fish fry.

I am not going to recommend that you spend a full day working, but I do think that most people would enjoy a couple of hours helping out in whatever jobs are needed most by our committee chairmen. It is a fine opportunity to meet new people and to see a lot of your old friends. Also, it gives your club a chance to know you — and you a chance to know your club.

If you are interested, contact **Deane Fisher** or **Bill Blair**, or any member of the Derby Committee. Or you might just show up at the Derby and they may be able to use you.

The Derby, as you know from past years, will attract a lot of people and this is our one BIG chance to increase our membership by a substantial number. To this end — we need your interest, enthusiasm, and effort. With the co-operation of our membership and the weather, I am sure that his will be one of our better derbys.

—Bill Hammer,
Council Chairman

KNOW YOUR OFFICERS

The 1964 Secretary for the Phoenix Chapter of the CHOLLA BAY SPORTSMAN'S CLUB is Edith Tyra.

She is a native of Arizona — having been born in Tucson where she lived altogether for about nine years. She graduated from high school in Phoenix and returned to attend the University of Arizona in Tucson for about a year.

Dee Dee started going down to the Bay about ten years ago with her parents, Alice and Bob Taylor and has been a member of the Cholla Bay Club for seven of those years. She is the proud mother of two fine young men, Leslie — the eldest, is six years old and already has the reputation of being a good fisherman. Jimmy, who is four, is fast following in his brother's footsteps.

* * *

Our treasurer for the Phoenix Chapter, Charles E. Reed has been an active member of the Cholla Bay Sportsman's Club for several years and served as Assistant Editor of the Chatter under Cecil Gary. He and his wife, Helen have a Casa at Cholla Bay where they spend many of their leisure hours. Born in Lyons Falls, N.Y., he lived there through high school before enlisting in the U.S. Air Force. After discharge and schooling in Ohio under the G.I. Bill, he decided to settle in Arizona to get away from the cold and rainy weather of the east. Since December, 1950 he has been employed by the U.S. Treasury Department, Internal Revenue Service, Phoenix, Arizona. Charlie enjoys trout fishing and especially salt water fishing in the Gulf of California as well as hunting for big game.

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A BUNCH OF STUPES

By Myrt Johnson

Home from our trip to Guaymas and home again from a ten-day stay at Cholla Bay, where we tried out our new possession, the High Fever. Ken and I sort of pride ourselves on our system of checking out our boat before we "put to sea", to make sure all necessary safety devices are aboard, the motors running, plenty of fuel and water, etc. But this was a strange boat to us and only Sonny Kraft knew about the various devices he had installed. Started the motor and it ran fine. That is some motor he put in High Fever.

It is a high powered, blown up marine converted Chevy V-8, a souped-up Sonny Kraft creation. It scared me even while on shore. We looked the bilge compartment over and found it looked clean and free from rubbish. We could see the blown up styrafoam that Sonny had filled in throughout the bottom of the boat and that made us feel good. Fire extinguishers easily accessible, anchors with sufficient chain and rope, plenty of life jackets, depth finder and radio working fine; so was the bilge pump. Distress flares and boat hook on board.

Fishing poles for trolling around Pelican Boat and a thermos of extra water and we were all set to try out High Fever. Checked out with the radio station and found Alberto and a High Boy to put us out on the water. The motor started like a charm and we backed out off the trailer. I lifted the floor boards where I stood up at

the entrance to the cabin. All dry and fine — so away we went, sort of flying across the calm waters enroute to Pelican Point and around to the other side to try and pick up some mackerel. Ken turned the wheel over to me as he and Pat Gardner let out their lines. I hadn't been at that wheel over two minutes when I realized something was wrong. I just could not handle that boat; it was just a wallering walrus. I informed friend husband something was wrong but he paid no attention — being intent on getting his line out. Then I just plain saw red because I knew something was wrong and I angrily screamed at him. He gave me a curious look and turned again to watch his line but, apparently as he turned, he must have glanced down at the floor of the boat. Gone was his unconcern as he jumped into action. Water was pouring up onto the floor boards. He grabbed for the knob to turn on the bilge pump and water poured out the outlet. We lifted the floor boards and found the bottom filled with water. He could see that it was pouring in faster than the pump could force it out. He yelled at me to turn the boat around and head for the launching area while he and Pat reeled in their lines. By the time he took the wheel and gunned the motor to high speed, the cabin floor was covered with water, and all the time the bilge pump working to full capacity. I called the Radio Station on the Marine Radio and asked that Alberto be located please and get the trailer back into the water ready for us when we reached there. We knew the boat could not sink with all that

buoyant styrafoam but I for one did not relish getting wet and I just plain wanted that boat back on shore and me with it.

The trailer was there in the water waiting for us and Alberto pulled us up on dry land. He stopped the high boy, got off and stood looking at the bottom of the boat — then looked up questionably at Ken and asked simply: "Don't you open the plugs?" Ken said, "What plugs? I didn't know a blasted thing about this boat so where are they?" He starts looking and sure enuf finds two plugs running through the bottom of the boat towards the back. One was easily unscrewed and the water poured out. The other proved difficult and let but a small stream through which indicated it was partly plugged with debri or something.

When back at camp with the boat, we just let it sit there with the hope that Sonny Kraft would be down over the weekend with the former Honey Boo — now emblazoned in fine style with the name "The Big K". Sonny did come down for the weekend to try out his new possession and we explained what had happened. He just sat there and looked at us, shaking his head as he asked us questions: "Did you look down under the floor boards and check for water before pulling off the trailer while in the water? Did you check the head to see whether the lever had been left up, allowing water to enter? Did you check the plugs to see if they were securely lightened?" To each question we answered no with the exception of my stating that I had lifted up that one small floor board at about the center of the boat and all was dry, but that I had dropped it immediately and not held it open to check for some time for signs of water. We admitted that we had blithely sallied forth immediately after backing off from the trailer. Sonny **did then admit** that one plug was rather tricky and had to be worked shut in a careful manner, ruefully stating that he should have warned us about this but had forgotten it. He came up and helped

us check over the boat, explaining sundry details, and showing us just how to tighten the one erratic plug. We in turn checked the Big K to make sure that he understood all there was to know about that beautiful hunk of boat, just as he and his party of nine started out on their first fishing trip.

The Johnson's can be pretty stupid but so can Sonny Kraft. We asked him if he was sure that both tanks were filled with gas, which meant that he would have 64 gallons on board but he said he was only going to go a short distance and that he knew one tank was half full and the other three-fourths and that was more than he would need. Ken shook his head with the statement, "Well — you should know what you are doing but if it was me I would have them both full to the top." So — the high boy takes the Big K in tow and they head for the launching area, right down the hill past the filling station. Now when that boat started out, the antennae for the Marine Radio was straight as could be because we always remembered to put it down on the way to the beach, and then put it up just before we entered the waters because we knew about the power lines that stretched from the Cantina to the service station. Ken noticed the antennae was up and yelled out and pointed to the aerial, but to no avail — they just kept on going. We had to stand helpless and watch that antennae bend as it was forced under those wire, and on went Sonny with his boat unaware that he almost had lost an antennae but that it was still intact but the top section badly bent.

Sonny shook his head and covered his eyes in submission as Ken came up to him, just as he was ready to launch his boat, and pointed up at the antennae. He too was learning about his new boat.

Did Sonny just go out a short distance to try out his boat? No! He headed for the Sand Dunes, knowing full well that he did not know whether or not he could make it there with

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Myrt & Ken — Members

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the amount of gas he had aboard, what with trolling in an attempt to land some nice fish, plus the fact the wind could have started in blowing a gale the wrong direction and his gas consumption would sky rocket to an all-time high. He ran across Walt Shannan over there and borrowed ten gallons to help him in case of emergency. They came through just fine — without using the borrowed gas and reached shore where they measured the gas tanks to find the one they had been using after the first one ran dry with just a whisper of gas left. I wager they came the last few hundred feet on the fumes of gas that had once occupied that tank. Knowing that Walt was still out there somewhere on stand-by for a possible rescue, Sonny worried for fear he might have to gas up and head out there again to return the borrowed gas so Walt could get in — but he made it, possibly the last dash also on gas fumes, but he made it!

Now the High Fever has a new owner. Mel Jarvis and wife Barbara came to the bay for the express purpose of looking over the boat and trying it out. Ken took them out, turned the wheel over to both of them and let them see what they thought of the craft.

The plugs were securely fastened down, the head lever was in its rightful position. Result — a dry boat. They returned to shore with the remark that we had just sold a boat and Mel, in his delight exclaimed, "If it wasn't so unmanful, I would just shout for joy" and now High Fever is Lucky Lady and also has a good new home, as does the former Honey Boo — now The Big K with Sonny Kraft as its owner and Ken and I are left with a huge empty boat house, a jeep and a 6' dingy with a 1½ H.P. motor. Now Sonny can take the bows and scrapes and the "Ala-Ala" from the people as he passes by enroute to the beach on a fishing trip.

P.S. This also was to have been my second edition of shell collecting experiences but the mood was not there, I promise — I promise they will be forthcoming in future issues, but this time — No.

—MYRT

HEAR YE!

The JUNE ISSUE of the CHATTER will be printed early enough so that you should be able to receive it before you leave for Cholla Bay on the Derby weekend. In case you do NOT receive it before leaving — remember that it will be waiting for you upon your return and you can have it as a memento of the affair. It will also remind you of your JUNE MEETING DATE — the 9th!

SHOP 'N SWAP

(Free (one time only" advertising for members only!)

WANT TO RENT —

At Cholla Bay — a cabin to accommodate two couples for two weeks — starting June 1st. We will furnish our own linen. Write to: S. Bosso, 290 Pioneer St., Santa Cruz, California.

FOR SALE: "Poco Loco" must go! 19 ft. Gaspar Club Mariner cabin cruiser with two Mark 75 Mercury motors and American big wheel trailer. Fully equipped with head and Ride Guide steering. 65 gal. gasoline storage, full canvas cover and other equipment too numerous to mention. "Poco Loco Dos" arriving soon!

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Surfside Comments

By Gene Henry

Well, we done did it! For the last two years I have been casting envious eyes at the assorted jeeps and sand buggies at Cholla Bay, wishing I had either the money to buy one or ability to build one. Lacking both, the good old Credit Union finally came to my rescue and we now jointly own a new International Scout all decked out with bucket seats and sand tires. The bucket seats are for my teenage son, John, and the sand tires are to save his poor ole Daddy from walking those miles and miles of beach looking for sea trout.

We took the little jewel down for the first time over Easter weekend to try it out. Talk about back seat drivers? — I had a careful of them. John's feelings were hurt whenever I stayed on the road and my wife kept hoping I would put the first scratch in the beautiful white paint job so we could start enjoying it. Being a cautious type by nature, and remembering those 60 payments to be made to the Credit Union, I'm afraid I disappointed them both.

On Saturday, I filled up all available seats with my two youngest girls and Valentine's three youngest. Now there was an appreciative audience. They, unlike their teenage brothers and sisters, still think us oldsters have a little horse sense. We went up and down the sand hill by Pelican Point umpteen times and crossed over all the back trails between there and Pinto Point. You never heard so much squealing in your life. With the aid of my able copilot, Mike Valentine, we made all the obstacles without getting stuck — girls and all.

On Sunday, John finally talked me into trying a few practice runs on the beach. I could just see myself burying it to the floor boards on the first try, but much to my surprise, we made it with very little difficulty. The hardest part was prying my hands off the steering wheel after we finally got back on terra firma. This success on our first

BILL BLAIR'S BLURP.

A NOTE TO THE B.B.'s: We have had seven (7) boats come up missing since January. Out of the seven boats — seven of the B.B. skippers had not checked out at the Club House, so — in that big ocean — WHERE do you look?

Frank Claver has been unlucky enough to be at the Bay each time we had boats missing, so his trip and time and gas were spent hunting for the B.B.'s who didn't check out.

A trip to the Point is for FUN and it costs about fifty or sixty dollars. WELL — it AIN'T no FUN to spend your time hunting lost boats! This is a little out of line but I am expressing myself in the only way that I know how — AND in the only way that every Guy that reads it — can understand!

Come on, fellas — CHECK IN and OUT every time, and also leave Martin-ez a little tip for his extra effort.

trial runs I can attribute primarily to the tutelage of our good friend, Paul Skoglund, who in my opinion is as good a driver as you will ever see on the beach.

We didn't get much fishing in over Easter, but speaking for the whole family — we had a lotta fun!

HOW'S YOUR BOAT AND MOTOR?

With fishing season here and the big DERBY coming up — better make sure they are in good shape. We do expert fiberglass repair, painting, and welding. We also have an Evinrude factory-trained mechanic.

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Spark N' Sputter

By Ken Evans

The rate that John Q. Public is decocooning its trusty and faithful watercraft is astonishing to say the least, what with rigs popping up out of carports, garages and backyards faster than a person can count them. To a newcomer it might seem that every one in Orizona owns a boat and the sportsmen all have two.

Ever notice tho, that the majority of boats in this neck of the woods are OUTBOARDS? That most of the local boat shops specialize in outboard repair? Heaven only knows how many large and small outboard clubs we have or how many families enjoy outings and trips each week that are sponsored by these clubs.

This all boils down to say that more people are finding out what we have known for years; that is, outboard boating is the number one family sport! This is the one sport that every member of the family can participate in regardless of age or individual taste. Few persons can deny enjoying at least one phase of boating sports, whether it be swimming, skiing, fishing, exploring new waterways or just boat riding.

Naturally an easy starting, dependable motor contributes much toward overall enjoyment of a boat outing, yet, many of us neglect this all important part of our rigs. It's true, any motor, regardless of the loving care it receives may at some time break down. But a neglected motor is more apt to be troublesome than the motor that is serviced regularly and checked often.

All too often boaters off for a week-

end of water sports have been delayed long hours waiting for a service man to check out some problem only to discover it to be a minor one that might have been corrected by themselves in a few moments' time, had they taken time to look over the motor. It is suggested that all boat owners familiarize themselves with their own rig and particularly the motor, in spare time at home before an extensive trip to the water. Outboard engines are not so mysterious and forbidding that the average man in a few hours time cannot learn much about the operation under the motor cover.

A little knowledge about what goes on around the motor when a control handle is moved or an electric choke button is pushed may help to trouble shoot and perform an emergency repair which in turn may save a weekend outing or a week's vacation from becoming a dismal failure. For an example, get together with a fishing buddy at home and go over your rig. Take the cowl off the motor and expose the powerhead, have them move the controls to different positions and call out the positions while you watch the operation of each lever and linkage around the motor.

At this point it will be well to remember that most outboards are equipped with a safety device to prevent excessive engine racing in neutral or reverse gears. The shift lever

must be in the forward position in order for the throttle linkage to open completely. Then take time to check all points of friction and make sure they are properly lubricated and free of dirt. Any metal to metal contact where rubbing or moving parts work against each other should be lubricated.

A light grease made for this purpose will provide more lasting lubrication than oil under severe conditions. Check safety wire and cotter pins, tighten any loose screws or nuts especially those on electrical wiring. **NOTE:** Dark carbon smudges around gaskets or bolt heads may indicate exhaust leaks, while light colored or powdered trails may indicate cooling water system yeaks. A few moments is all it takes to gap the spark plugs to the manufacturer's specification and it's time well spent. Watch closely all fuel lines and connections for leaks at the time you prime the engine with the primer bulb or tank pump. Fuel leaks at any point in a boat are extremely dangerous, repair them! Spend a few hours checking and inspecting your outboard this summer and likely as not many of the small common problems encountered formerly will soon begin to disappear, try it and see.

Q's and A's —

Question:

How often should the water pump impeller be changed?

Answer:

There is no set rule for this operation, however a number of things may be taken into consideration in this regard. Local conditions have much to do with the life of the water pump im-

PELLER. In clear fresh water impellers have been known to last for years, on the other hand, trolling along a shallow sandy bottom or beach can cut the blades off the impeller in a few short hours. In this area where the summer heat plays a determinate part in the life of the neoprene impeller it is generally considered good insurance to have new impellers installed at the beginning of the spring season each year. The few bucks spent on replacing impellers compared to the cost of overhauling a burnt up engine is quite convincing. It takes only a few moments of running an outboard engine without the proper cooling to burn it to almost un-repairable condition.

Question:

What is the diameter and pitch of a propeller?

Answer:

Diameter is the distance across the circle scribed by the extreme tips of the blades of a 3 or more bladed propeller or the distance from one tip to the other of a two bladed propeller. Pitch is the theoretical distance the propeller, due to the angle of the blades, would move forward through a semi-solid substance if there were no slippage evident. Hence, a 10 by 12 propeller would have a ten-inch diameter and would move forward twelve inches for each revolution it makes through the water IF there were no slippage.

Send your mechanical and technical outboard problems to Ken Evans, care of Cholla Chatter, Box 7171, Phx. 85011.

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JIM MABB



FROM TUCSON

By Verna Conlisk

And then there was the time. . . . You know how most fables start out. Well — this is a fable come true!

We had headed out south of Pelican Point about 12 miles trying to find the reef which had so plentifully supplied us with a boat load of fish the day before. Also, this particular reef was so easy to find. We had just set our course and when we had gone far enough out and the bottom was just so far down — we let down our lines and up came the fish! A whole boat load and no real effort expended! We fished until we got tired and then went to shore. HOWEVER, that was yesterday!

This day we trolled trying to find the rocks. We dragged the heavy weights and only mud came up! We did everything in the book — and nothing but MUD! There just didn't seem to be a rock in the whole ocean. And we couldn't be a city block from the hole we had fished so blithely in — the day before.

WELL! You never saw such embittered fishermen. Not really because we couldn't catch any fish, but because (as many fishermen do) we had been so sure we could go back to the same place that we had encouraged two other boats to come along and we would promise them a lot of fish.

To make a long day into a short story, we decided to abandon this particular hole and try another lucrative hole we had sampled from the month prior.

(I don't know about you, but —) two dry fishing holes — when you are guiding two other boats — is a little disconcerting. We then decided to try another spot — just to show the other boats that we were still undaunted. HA! We took quite a long boat ride that day and on one of the 50th tries of starting the motors to find another likely location — we threw a shear pin and had to be stalled until it could be fixed, fuming all the while because we were losing so much time and still hadn't caught fish. I decided that as long as we were going to be drifting for a few minutes away, I would put a line into the water. (It makes it look like everything is under control!) OOPS! Something hit my line. I tried that again. I pulled in a beaut! So, everyone but the two men working on the motor — put down their lines. The other two boats started fishing and we all got a really good mess of fish. I might say "THANKS" to a busted shear pin!

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

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MAY 29 and 30 — 9th ANNUAL FISHING DERBY

Between the Mountains and the Sea

By Ida Bourland

Clifford and Leona Cape from Chandler, came to the Bay for a weekend and were surprised by a visit from their son and his wife.

* * *

Walter, Marie, and their son, June Davis from Tucson, came down to spend a few weeks. It was the first time they had been here since December.

* * *

Lee and Dorothy Underdown and daughter, Joana, came down from their home in Tucson for a weekend. They brought guests with them.

* * *

Rod Sanderson of Phoenix and his eldest son, Bud of Flagstaff, spent a couple weeks here recently. They were both recuperating after surgery and felt like a couple of new men when they returned home. Lois drove down Friday afternoon from Phoenix to join them and to stay until Monday over the long Easter weekend. They were all surprised Saturday afternoon when their youngest son, Bill from El Centro, California, arrived with his wife, Ardene and their three children, Craig, Byron, and Tammy. Their visit was only 24 hours long but they filled it full.

* * *

Ray and Adeline Sanderson came down during the week before Easter bringing guests from Santa Barbara, California. They were Adeline's niece, June Taylor and her daughter, Karen, Susan and Debbie.

- ★ Turbocraft Jet Boat Dealer
- ★ Repair Service on all makes of motors and boats
- ★ Skin diver tanks filled

TUCSON SPORTING SUPPLY

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Across from Vets' Hospital
MA 4-6264

Bill and Mary Sanderson of Scottsdale brought their son and daughter, Billy and Mary Ellen down for this long Easter weekend and they divided their time between the two Sanderson Cabanas. Mary Ellen brought as her guest, Pat McClintchy. The two girls are classmates at ASU in Tempe.

While here, Mary and Bill saw Henry Postema's FOR SALE sign on his cabana. Then during the next week they went to Tucson and made a deal with Henry. Now there are three Sanderson Cabanas!

* * *

Les and Verna Conlisk from Tucson were here at the Bay. They went out fishing in their boat and as usual, Verna caught the most fish — and the biggest one.

* * *

We were happy to have a visit from Lois Sanderson and Verna Conlisk who are close neighbors here at the Bay. WE INVITE YOU ALL TO VISIT US whenever you come down!

* * *

Mr. and Mrs. Godette from Phoenix were here recently.

* * *

Jerry Erny and son Jack were here, also loveless and Marcia Gardner, and son Jerry, from Tucson.

* * *

More Tucsonians here over Easter were Thad Anderson, his son-in-law Bob Moses and grandson, Chip, and Bob's father, Haskell Moses. We are sorry to learn that Mrs. Anderson is still on the sick list.

* * *

Gene and Iva Henry of Phoenix and their children are sporting a new Scout Wagon. They gave it a real workout over Easter.

* * *

Cecil and Lelia Gary of Phoenix came to visit Dave and Vida Davidson. They brought with them Cecil's mother and father, the James Garys. We saw their little sailboat cruising gaily out in the bay.

Remember, the FISHING DERBY is MAY 29 and 30.

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

DUES

Dues for the Calendar year are as follows:

- Single membership \$10.00
- Man & Wife \$12.00
- (Each voting memberships)
- Sponsored Child \$2.00

If you have overlooked sending in your dues, now would be a good time to get the job done. Also, if you have a change of address, please notify us as the Chatter will not be forwarded.

Membership Committee

NOTE: We do NOT have associate memberships this year.

Attention Sandbuggers

It would be a good idea for all the people who go on long trips over land to such places as Black Mountain or to some of the lower estuaries to sign out and in with a time of return so that if you run out of gas or have a break-down you won't have to walk five or ten miles in order to get parts or help. Where two or more sandbuggies go out in a party it means that no one will walk back unless they all get into trouble which doesn't happen very often. But it just might save some one from a lot of worry and hard hot walking.

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

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\$2,000 Fire Insurance on your Cholla Bay Cabin, House Trailer, Personal effects \$24.93 per year.
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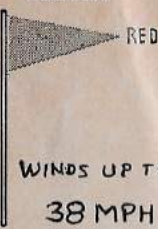
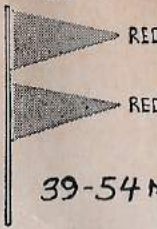

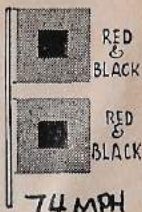
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SMALL CRAFT, GALE, WHOLE GALE AND HURRICANE WARNINGS

DAYTIME SIGNALS

<p>SMALL CRAFT</p>  <p>WINDS UP TO 38 MPH</p>	<p>GALE</p>  <p>39-54 MPH</p>	<p>WHOLE GALE</p>  <p>55-73 MPH</p>	<p>HURRICANE</p>  <p>74 MPH</p>
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 <p>EMERGENCY RED + WHITE</p>	 <p>SAILFISH CAUGHT TODAY</p>
--	--

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

"Calling All Operators" !

IMPORTANT NOTICE: Effective May 1st — 2182 kc. will only be used for **CALLING** and in emergency conversation. Any other messages or communications of a personal or non-emergency nature will use 2555 kc.

INSTRUCTIONS

Call Cholla Bay Radio on 2182 kc. The Operator will then ask you to switch to 2555 kc. You then give him your message or information. When you are finished — switch your set back to 2182 kc.

The new radio facility at Cholla Bay has power and range for emergency communication with the Coast Guard in California, so let's not abuse our privilege — let's use it the way it should be used! It is a tool and used properly could save lives. One of them might be yours!

If you haven't yet got 2555 kc. on your radio — **PLEASE GET IT!** **REMEMBER** — start all calls on 2182 kc. — then switch your channel.

—Matt Cubitto, Chairman,
 Radio Committee.

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1964

RETURN REQUESTED

Operation: Tide Chart

By Lynn Bayless

Great Tides Occur at Full & New Moon

June 10

May 18

NEW MOON

1ST QUARTER



FULL MOON

LAST QUARTER



May 26

June 3

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

MAY, 1964		JUNE, 1964	
16	0444	1	0458
	1807		1829
17	0544	2	0553
	1917		1925
18	0658	3	2025
	2031		0704
19	2137	4	2121
	0823		0825
20	2231	5	2212
	0945		0942
21	2317	6	2301
	1053		1048
22	2356	7	2347
	1147		1146
23	—	8	—
	1233		1239
24	0031	9	0033
	1312		1329
25	0103	10	0119
	1350		1420
26	0134	11	0204
	1425		1510
27	0203	12	0252
	1501		1601
28	0234	13	0341
	1537		1655
29	0304	14	0434
	1614		1749
30	0337	15	0532
	1655		1848
31	0414		
	1739		

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