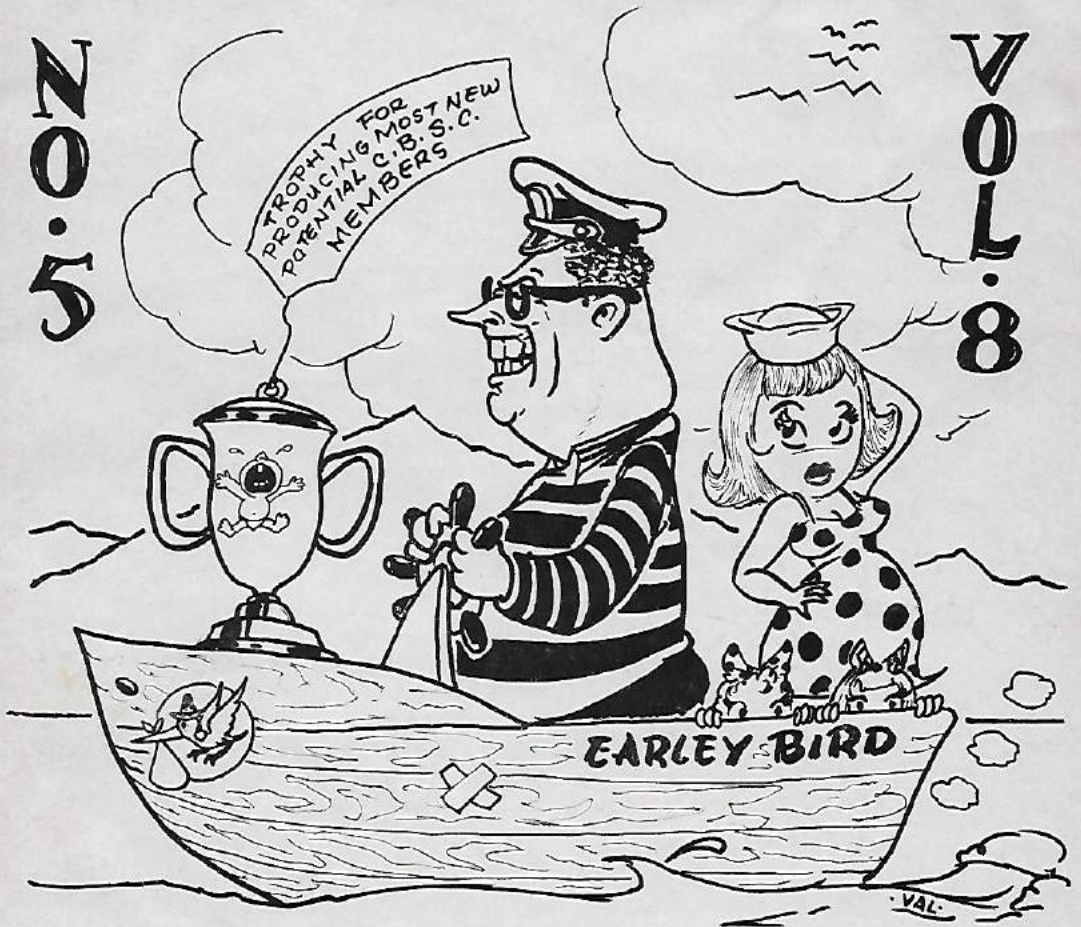


CHOLLA BAY SPORTSMENS CLUB OFFICIAL  
PUBLICATION

# CHOLLA CHATTER

NOV

VOL. 8



MEMORIAL DAY DERBY  
1965





Office of The Governor  
State House  
Phoenix, Arizona

SAMUEL P. GODDARD  
GOVERNOR

Fellow Sportsmen:

The Tenth Annual Fishing Derby of the Cholla Bay Sportsmen's Club is almost here and I want to take this opportunity to wish all the participants good fishing and good fellowship.

As a new member of the Club, I also want to tell you that I'm proud to be associated with an organization which has earned such an excellent reputation for responsibility and sportsmanship on both sides of the Arizona-Mexico border.

Throughout the Club's existence, members have conducted themselves as considerate guests of their Mexican hosts and have attempted to contribute something to the Cholla Bay area in return for the enjoyment it has provided. They have built a road, helped the local citizens in time of natural disaster, and in other ways showed their appreciation for the warm hospitality they have been extended.

The Fishing Derby itself, an occasion for fun and fellowship, has brought together thousands of Mexicans and Americans in an informal atmosphere where they could get to know one another better and help establish even friendlier relations between our two countries.

I'm certain this year's Fishing Derby will be the best one yet and while circumstances prevent me from joining you on this particular outing, I'll look forward to hearing of your catches. Good luck to all.

Sincerely,

Sam Goddard  
Governor

## Cholla Chatter

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

### COUNCIL

Chairman ..... Wayne Earley  
Secretary ..... Chris Tatum  
Treasurer ..... Les Conlisk  
Members: Frank Claver, Bill Hammer, Dick Gardner, Gene Henry and Bill Sanderson.

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"From where we sit"

### ADVERTISING RATES For Cholla Chatter Costs Per Issue

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1/2 Page .....	30.00	25.00
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## Three Full Days of Derby Activities!

There will be three day's of activities at the 1965 10th Annual Fishing Derby at Cholla Bay. Friday, Saturday and Sunday, with Monday being a legal Holiday, has promised the Cholla Bay Sportsman, the biggest and best Fishing Derby in its history!

Separate contests will be held each day in all categories, thus giving everyone an equal chance for a prize or trophy, regardless of whether he or she competes on any one or on all three days. Tucson and Phoenix merchants and many out of town suppliers have donated a lavish amount of merchandise prizes, while the trophies that will be won by prize winners are ones that all fishermen would be proud to place in a prominent place so his or her family can brag about them. The trophies are given for the largest fish in each category **during** the three days, but merchandise prizes are given for the first and second winners — **each day.**

Surf fishermen have an equal chance with boat fishermen as there are separate awards for sea trout, pompano, mackerel and yellowfin. These fish can all be caught by the surf fishermen! The best spots for the trout are Pelican Point, the Black Mountain Estuary and Sandy Beach. The Pompano are found in pretty much the same places but also off the beach by the desalting plant at Rocky Point. All of these places can be reached and fished by walking from a parked car.

For those hardy boat fishermen, there will be honor galore for the successful angler who lands the largest pinto, grouper, sea bass or mackerel. There will also be a trophy awarded to the **TEAM** of two or more fishermen who bring in the most pounds **per man** of eligible fish. And to top it all will be the **GRAND PRIZE TROPHY** given for the largest fish caught during the derby.

**MAKE YOUR PLANS NOW** for spending a fun-filled weekend at the bay during the Memorial Day holiday.

**JOIN US THERE!**



## OFFICIAL DERBY RULES

In participating in this derby all fishermen have an equal chance for treasured trophies and merchandise prizes. The proceeds are used to improve the facilities at Cholla Bay.

### CLASSES OF FISH AND PRIZES

The derby will be classified into seven (7) groups for rod and reel fishermen which are as follows: GROUPER, PINTO, SEA BASS, SEA TROUT, POMPAÑO, MACKEREL, and YELLOW-FIN. Each group is an equal and trophies and prizes will be awarded accordingly.

The largest fish caught will be awarded a GRAND PRIZE TROPHY. The largest fish caught in each class will be awarded a FIRST PRIZE TROPHY unless it wins the Grand Prize Trophy. There will also be prizes for first and second place fish in each class — each day.

Additional prizes will be presented as follows: Largest fish if other than type classed, largest halibut, dolphin, odd-ball catch (at the discretion of the judges). A prize will be awarded to the child, 14 years or under, catching the largest fish. Children 14 years and under do not need to purchase derby tickets to be eligible for prizes. A prize will be awarded to the lady catching the largest fish. A valid derby ticket must be in her possession. There will be many drawing prizes using daily ticket stubs, and of course — the JACK POT DRAWING with the money taken in being divided as follows: 1st prize 40%, 2nd prize 20%, and 3rd prize 10%.

There will also be a team award for rod and reel fishermen. This will be available to those who wish to enter. It will be won by the team that averages the greatest number of fish in pounds per person on the team. Boat or beach entry fish must be in one of the 7 classes to be counted. The largest single day's catch for both days will win the award (a prize for each team member). A separate entry ticket will be required for each day a team wishes to enter. (\$1.00 per team).

### RULES

1. Each contestant OVER 14 years of age must purchase a derby ticket for each day fished, before leaving boat landing, and each party in boat must present Derby ticket at time entry is officially weighed.
2. Boats must check in and out at the Cholla Bay Boat Landing each day by closing time.
3. Children 14 years of age and younger will be eligible if all other members of team have valid ticket.
4. Separate tickets will be required for Friday, Saturday and Sunday and the fish caught any day will be eligible for the Grand Prize. (See team award rules in above section).
5. All fish must be taken on hook and line.
6. A ticket holder must enter only fish caught personally.
7. Hours of the derby will be: Friday, Saturday, Daylight until 6:00 P.M., and Sunday until 5 p.m.
8. Fish must be checked in by closing time each day.
9. Distribution of awards will be made at Fish Fry Sunday Eve.
10. Winners need not be present, except for Drawing prizes.
11. Sharks, rays, angel fish and other trash fish are excluded and the decision of the judges is final. Judging of largest fish will be by weight.
12. The decision of the judges shall be final.

### TICKETS

Tickets will be available at Cholla Bay. Daily tickets, \$1.00 for each person; daily team tickets, \$1.00 for each team; Jackpot tickets, 50c each.

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Wayne Earley, Chairman

You can please some of the people some of the time, but you can't please all of the people all of the time. Still we can try. By membership votes at the April meetings, the Phoenix Club voted to change the Derby dates from Friday and Saturday the 28th and 29th, to Saturday and Sunday the 29th and 30th. The Tucson Club voted to retain the Friday and Saturday dates. In reconsideration, the Council voted 5 to 3 to retain the Friday and Saturday dates. However, after consultation with the Derby Committee and acting on a suggestion from Tucson, the Council voted 7 to 1 to have a three day Derby, incorporating Friday, Saturday and Sunday the 28, 29, and 30th of May. It was felt that in this way, everyone could have at least two days of contest fishing, no matter whether their Holiday was Friday or Monday. Many had job, school and Baccalaureate conflicts. Details of adjusting the one, two, and three day contestants will be worked out by the Derby Committee. We hope that in this manner we have made the Derby the most enjoyable for the most people possible.

GOOD NEWS! The C.B.S.C. will charter its first new Chapter since adoption of the new Constitution and by laws. In a surprise move to all, Prescott, having the required number of members, has asked to be chartered with their own Chapter. The chartering ceremonies will be held in Prescott in the Arizona Public Service Auditorium, 120 N. Marina, on April 27th at 8:00 p.m. All members are cordially invited.

We are grateful for the efforts of Mr. Wilbur B. Canfield, and others of Prescott who have initiated this wonderful action, to them we extend our Fellowship and congratulations. . . . Who will be next? . . . Casa Grande?

Lyle Rogers, Derby Chairman has Derby plans moving smoothly and from his reports, we will have the best Derby ever. There is a great deal of work to be done Stateside for which help is needed. If you contact Lyle promptly, you can "WORK NOW PLAY LATER" at the Derby. Please, contact Lyle Rogers at 272-4117 in the evenings and offer what time you can.

The next Council meeting will be in Casa Grande, at Arizona State Employment Service Office on May 4th at 8:00 p.m. SEE YOU AT THE DERBY.

**DID YOU KNOW** — that the people of Puerto Penasco are reported to use the juice of cloves of GARLIC when stung by scorpions? The juice is applied directly to the spot where stung. Then to further the treatment, cloves of the garlic are eaten.

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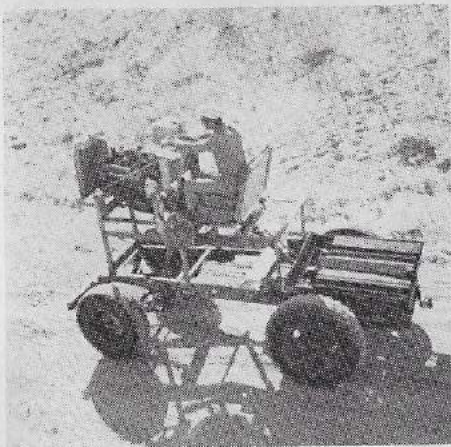
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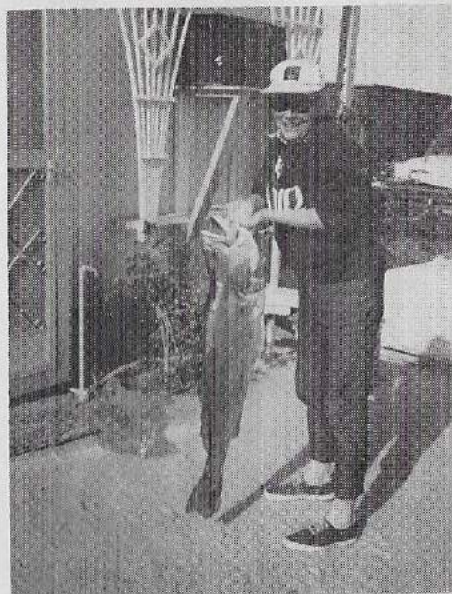




"WHO'S NEXT?"



Marilyn, Jeri, Jim, Iva and Jessie.



"Don't tell 'em I didn't catch it!"

Dial the Weather, BR 3-0333

Good Luck

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Growing old is only a bad habit that a busy person hasn't time to form.

## OUR YESTER-YEARS

By Bob Taylor

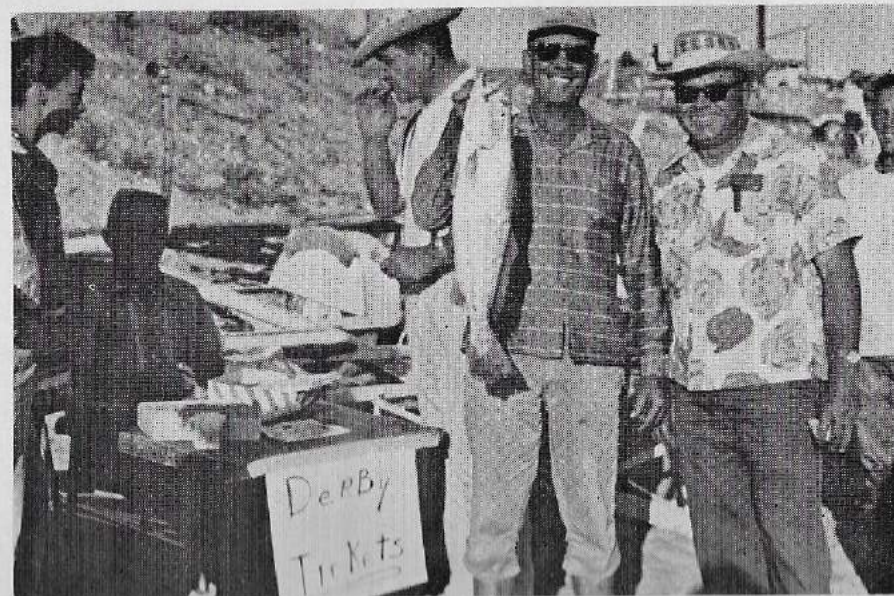
Stories have been told to me of taking two days from Sonoyta to Bahia de Choya due to the sandy road. That was before my time as the paved road was completed before my first trip to Cholla in 1945. Ben Brewer and I started for Cholla one Saturday. No trouble until we left the highway, but those that remember the road from the railroad tracks know what I mean. We had been told there was plenty of wood so the next morning we broke up some ocotillo and fried our breakfast over gasoline soaked green ocotillo. We later caught all the fish we could carry back, right in front of where Willis Fredlund now lives; the old grass sided house still stands, the only man built place at that time. The arroyos ran from the hills in back, down into the Bay.

To our many new members who enjoy our little Cholla Chatter, our ship-to-shore radio telephone, our Insurance, and many other items that go to help us stay together for our mutual assistance — and satisfaction, — you should have a thumb-nail sketch of our past history.

Al Scott, our first president, had 22 members at his first official meeting. He can tell you their names but I don't remember them all. That was in October 1955. Mr. Scott informed us that we needed an organization to not only assist us in our endeavors to fish at Cholla, but to give, in return, something to our Mexican friends. This has been our motto over the years.

The "Road": that was our first aim and we fixed it to where our boats and trailers could come and go. Someday it will be paved but in those times we wanted to get from the railroad to the Bay without spending the night digging out.

The fisherman who had the assignment to write our first by-laws and did, became our next president, Oakley Jordan. Oakley did lots of things: he passed on our tradition of the Derby; he organized the Penasco's children's polio shot drive and again, the "Road"! We secured a grader; it worked, sometimes, and then, too, we de-rocked the boat launching area. This was the 1957-1958 fiscal year.



The winning YELLOWFIN and winning smiles!



Our next president was **Bill Hammer**, past Chairman of the Cholla Bay Council. Bill has a very good friend and scribe, Wee Willy Valentine, the cotton headed sail-fisher. They, together, conceived of probably the one idea that has held our Club together over the years — our Cholla Chatter. Volume 1, No. 1 and No. 2 are a masterpiece. I would say it's written by Bill Valentine, as it only speaks of Sailfish, Dolphin and our next meeting on June 24th at the Edison School Auditorium.

In 1959-1960, we picked up one of our steadiest and best thinking members and advisers, **Paul Schoonover**. Paul continued the "Road", the Magazine, the Derby, but he also realized that these things were bringing many people to our adopted shores and, too, they were inexperienced; Paul suggested a Ship-to-Shore radio and started the ball rolling. Donations were slow, but they came in. That year a flood came to the Mexican Gulf and Paul asked Marge Claver to help and she collected enough clothes to cover every child in Puerto Penasco.

Old Gabby **Bill Blair**, one of the greatest in our Club and as always, a stand-by, was our President in 1960-1961. Paul had started our thinking toward our radio and it took Bill to firm it up. We bought and paid for our radio, rented our radio shack and hired a full time operator. That was a great forward step; also we had the "Road", the Derby, the Cholla Chatter and a new club house floor.

Next came our ditch digger, **Eddie Smith**, in 1961-1962. If you Don't think that piano playing, grouper catching, husband of Janie's didn't work hard,

you are crazy! Eddie, the past Chamber of Commerce head of Tempe, liked to get things done. He got our Group Insurance started; then Wesley Douglas firmed up our lease on the Radio Shack. Eddie started our checking In and Out system and he also had the "Road", the Cholla Chatter, the Derby and Spanish classes.

In 1962-1963 our past president, **Al Scott**, again got the urge. Our Club composed of members who are fishermen at heart and next they want to help our Club. Al Scott, our founder, is that sort of a guy. He never shirked at the hardest task; and never turned down a job. Al built up our Derby equipment, carried on our Derby, the "Road", the Cholla Chatter, the Insurance and the Radio.

Next was **Bob Taylor** in 1963 to 1964. We were blessed with many fine people who have caused our Club to expand. The Board of Directors, recognizing our need for a more stable organization, requested a new Constitution and By-Laws. We changed to a calendar year accounting and with a dual husband and wife dues system increased our membership. Then, too, there was the "Road", the Cholla Chatter, the Insurance and the Radio.

In 1964 our Council was formed with representation from Phoenix and Tucson to coordinate these two chapters and any other community that can qualify for representation.

We now encourage expansion and our two immediate Past-Presidents, **Deane Fisher** of Tucson and **Wayne Earley** of Phoenix had their hands full promoting their Chapter's needs. Under Dean's capable guidance, the Tucson Chapter sponsored the 1964 Fish-

ing Derby and it was one of our most successful ones. He and his crew did a terrific job!

**Bill Hammer** pioneered the way as the first Council Chairman. He and the members found many obstacles to hurdle as they tried to take care of the needs of the two chapters during this first year of really working together.

Now this year under the able command of Wayne Earley, we should continue to progress TOGETHER.

This organization is a far cry from the 22 original members who started back in 1955. We are growing right along with Arizona and Mexico.

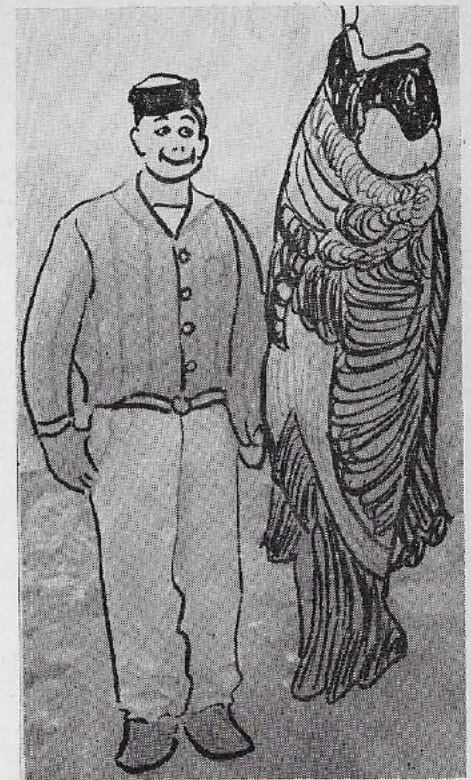
### THE TALE OF THE SEA HORSE

Here is the life history and queer as it can be  
Of a curious little family that lives within the sea.

It's Papa and Mama Sea Horse and their simple family plan,  
How they rear their children and the way she treats her man.  
He's not noted for his beauty He's a cu-ri-os-i-ty,  
With his skeleton on the outside for everyone to see.

He does his swimming upright and when it's time to rest,  
He twines his tail 'round seaweed or he'd swim himself to death.  
But when it comes to family life It's as simple as can be,  
Mama lays her eggs in Papa's pouch, he has the family.  
Then Mama just sits back and laughs, she has it pretty nifty,  
While Papa toils and tends his "colts" of at least two hundred fifty.

—Submitted by Virginia Herriman



"I'm wondering?"

On January 6, 1965 Wm. R. Pyper, Dr. Fenton Pulsipher and I headed west from Pelican Point in the old Sea Wolf.

We found a marker at about 50 feet of water and thought that as long as someone had marked the spot, we would give it a try. We were drifting fast, and soon lost the low marker but drifted into a 70 ft. hole when we crossed the path of this Jr. sized whale.

The fish came to the surface relatively easy, but the big job was getting him in the boat.

It was no small job getting him weighed. With the help of several men at Cholla he weighed out at 244 pounds — 82 pounds of fillet. Not knowing exactly what to do with all that Bass we gave it to the Church for a fund raising dinner.

Vern Wolfley, D.D.S.

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# LOG OF THE JONI B

By "Captain" John Herrscher

The following is an account of a trip to Angeles Bay, Baja California, made last October by the Joni B, a 23 ft. Owens plywood cruiser and the Weekender, a 30 ft. all steel cruiser. Both inboards, the Joni B has a gasoline engine while the Weekender is powered with diesel. The capitals indicate parts taken directly from our log book. The rest is from memory as I look back on one of the most adventurous of my trips out of Cholla Bay.

I will always look back on Friday, October 23, 1964, with fond memories. First, because it was my fifty-fourth birthday. Second, because it was the day we started our trip. and third, because that was the day the Port Captain at Rocky Point made a Captain out of me. Since we were going to enter other ports we needed special papers with us, and when we were asked "Who is Captain of the Joni B," Frank Marcial, who is the only guide I have ever had at Cholla Bay and who has been with me every trip, pointed his finger at me and right then I became Captain. It said so, right on the papers. Ed Burrall of Phoenix rounded out our crew. On the Weekender were Jerry Hughes, Captain, Earl Cox and Larry Van Sant, all of Phoenix.

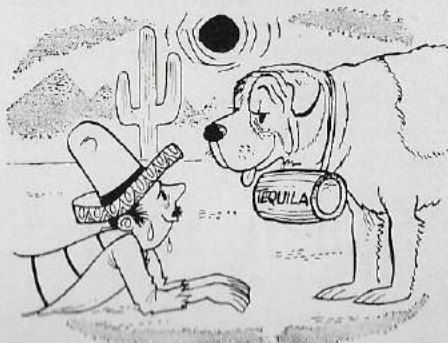
CHOLLA BAY, 6:00 PM. UNDER WAY. SEA CALM. WEATHER FAIR. "ALL SYSTEMS GO.55 HEADED FOR REFUGIO BAY ON GUARDIAN ANGEL ISLAND. ABOUT 120 MILES. We were making pretty good speed, with the Joni B just loafing along and the slower Weekender doing her best. Cholla Bay and Rocky Point soon faded astern and we made ourselves busy stowing gear and visiting back and forth with the "walkie talkies" we had brought along. A short halt to let Weekender clear a fouled strainer in the fuel line, then back on course. Another stop in about thirty minutes for the same reason, and then thank goodness, no more of that trouble for the rest of the trip.

10:30 PM. WIND RISING. SEA CHOPPY. The wind is out of the west

and we are encountering a fairly heavy chop that is slapping against our starboard bow. I have relieved Frank at the wheel and am having my first real go at steering by compass at night. Ed is in the galley and is soon handing out cups of hot coffee.

12:00 MIDNIGHT. WIND HOWLING. BATTLING HEAVY SEAS. Storm curtains fastened. Weekender asking to take the lead as they are having trouble following our lights unless they leave the pilot's window open, and when they do they take water into the cabin. With our windshield wiper working we can follow them. Waves are about ten feet high and begin to look like young mountains. We might just as well go on, as we are about as far from Cholla now as we are from Refugio, and to turn back would put the wind on our stern quarter. About 2.00 AM we alter course and head for the Baja coast to see if we can get in the lee of the shore, as we are taking quite a pounding. Frank at the wheel.

SATURDAY MORNING, OCTOBER 24TH, 6:00 AM. HOWLING WIND AND HEAVY SEAS ALL NIGHT. Baja coast just visible in the dim light about 20 miles away. Very little progress made against the storm in the last four hours. Frank says, "Stand one place, go up and down." Outline of head of Guardian Angel Island just distinguishable from clouds on horizon and on our port beam. We alter course, head for the island and I relieve Frank at the wheel. All hands sick. Breakfast is a dirty word. Frank says, "Me no sick for ten years — u-r-r-p-ppp."



TRADE WITH OUR ADVERTISERS

As I could now see the island and was heading directly for it, I began to feel a little better, thinking that we would soon be in a good anchorage. Little did I realize how far away we still were, and how long it would take to get there. The wind was still howling and the sea looked like a bunch of mountain ranges. Spray whipped from the wave crests. We were traveling nearly parallel to the waves which made us roll quite a bit. Crossing the head of Ballenas Channel the combination of wind and tide made the waves pile on each other until the mountainous waves looked as if they had other mountains on top of them. We were completely exhausted just from being continually tossed around.

ARRIVED REFUGIO BAY 1:00 PM. NINETEEN HOURS AFTER LEAVING CHOLLA BAY. USED 55 GAL. GASOLINE. HAD SOME HOT SOUP AND ALL HANDS HIT THE SACK. Believe me, quiet water never looked so good. UP AT 5:30 FOR STEAK, PEAS, CORN AND SALAD. ALL HANDS HIT THE SACK AGAIN. WIND BLEW UNTIL 4:00 OR 5:00 AM. BUT ALL SNUG IN REFUGIO BAY.

SUNDAY, OCTOBER 25, 6:30 AM. ALL HANDS ON DECK FOR BREAKFAST. STEAK, ONIONS, TOAST, COFFEE. Spent a few hours cleaning up and stowing gear that had been tossed around the day before. Weekender in a worse mess than the Joni B since the water they took in (several times it ran 4 inches deep over the sill of the pilot's window) had finally reached floor level in the cabin, and mixed with the spilled diesel fuel, etc., from the bilge, had made it almost impossible to stand up. Those decks really were swabbed. Of course we on the Joni B helped by coming alongside and making snide remarks while we watched Weekender's crew at work.

10:00 AM. TROLLING AROUND HEAD OF GUARDIAN ANGEL ISLAND. ED BURRALL ON JONI B GETS FIRST FISH. A 7 INCH ROCK BASS NOT MUCH BIGGER THAN THE MARTIN PLUG. SECOND FISH BY JONI B'S CAPTAIN, A THIRTY POUND GROUPER. (Things are look-

ing up.) NEXT, TWO TRIGGER FISH, ON MARTIN PLUGS YET. ABOUT 12 TO 14 POUNDS. The fish, not the plugs! Pulled into west side of Refugio Bay and anchored. Had lunch and loafed all afternoon. Not yet entirely over the effects of our beating.

MONDAY, OCTOBER 26, 5:30 AM. UNDER WAY TOWARD ANGELES BAY. ED HAD BREAKFAST COMING OUT OF THE GALLEY BEFORE WE LEFT THE HARBOR. TIDE FULL. We are going to take advantage of the outgoing tide to help us in the channel, as it reaches speeds of six to eight knots here, and it is much easier to go with the current than to buck it.

ENCOUNTERED THREE TO FOUR FOOT CHOP IN BALLENAS CHANNEL. MADE PORT AT ANGELES BAY IN FOUR HOURS. USED 75 GALS. GASOLINE TOTAL FROM CHOLLA BAY TO ANGELES BAY, INCLUDING THAT USED FOR TROLLING AT REFUGIO. Spent the rest of the day looking around the settlement and talking to the villagers. Most are fishermen, although Senor Antero Diaz will tell you with a sly smile, that he has quit catching fish and is now catching "Touristas." Senora Diaz supervises the cooking in a spotless kitchen and the turtle steaks for which Angeles Bay is famous are really delicious. The beds are clean and the hot shower sure feels good. Almost forgot to mention that the fuel we bought here, contrary to what you hear, was exceptionally clean. I had brought along a chamois to strain it with, but after the first few gallons were pumped and nothing showed up in the strain-straight into the tanks with no bad effects.

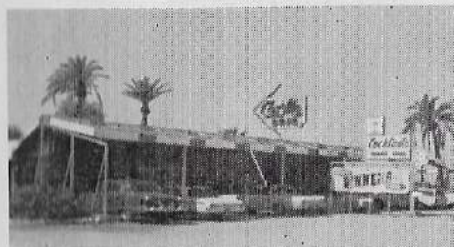
TUESDAY, OCTOBER 27TH. UNDER WAY TOWARD REFUGIO AT 8:00 AM. TAKING IT EASY AND COAST. NOT MUCH LUCK. THREE CABRILLA AND TWO SMALL GROUPERS. CROSSED BALLENAS OF GUARDIAN ANGEL ISLAND. FOURTEEN GROUPER AND TWO YELLOWTAIL. ED BURRALL ALL-ROUND CHAMPION. HOOKED MOST ROCKS. LOST MOST PLUGS. CAUGHT BIGGEST FISH. A GROUP-



ER IN THE SIXTY POUND CLASS. ANCHORED IN REFUGIO BAY. WEDNESDAY, OCTOBER 28TH. LEAVING REFUGIO 3:00 AM. SEA CALM HEADED FOR "BIRD ISLAND." BREAKFAST "ON THE ROAD." 9:00 AM. A SCHOOL OF WHALES DEAD AHEAD. GOT SOME GOOD MOVIE SHOTS, I THINK. ARRIVED "BIRD ISLAND" 1:30 PM. TOOK PICTURES OF SEA LIONS. ARRIVED CHOLLA BAY 4:30 PM. CALM SEAS ALL THE WAY. And so the end of a wonderful trip. But I'll never do it that way again. At least not in a boat as small as the Joni B. Not that 120 miles of open gulf. Next time the route will be, "Bird Island", Point Lobos, then Guardian Angel Island and Angeles Bay. Shorter hops, and a place to hide if the sea gets rough.

### SHOP 'N SWAP

FOR SALE: One 1,800-watt Koler Light Plant, \$150.00. Call Lyle Rogers, 272-4117 evenings.



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and Gila Bend  
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### SICK BAY

A card was sent to our fellow member, Ed Calvin of Gila Bend. Ed was flat on his back at home — with his back in a brace. Lucky for him that his son is capable of taking care of the Station.

A sympathy card was sent to Lucile Herman whose beloved husband passed away early Sunday morning, April 11th.

Jo Ann Johnson  
Phone 266-0150

### THOSE METRIC MEASURES

Before you complain about people in Mexico weighing and measuring everything in an unnatural way, as the metric system may seem to you, you should be informed that it is WE not THEY who are clinging to an outmoded system.

Which is easier to count, — 100 centimeters to a meter and 1000 meters to a kilometer, or 12 inches to a foot, 3 feet to a yard and 5,280 feet to a mile? THE SPANISH WAY, YOU SAY? It is the International way of measuring. The following table will be of help to you while you are adapting yourself to the Spanish:

1 centimeter = .3937 inch  
1 meter = 39.37 inches  
1 kilometer = .62137 mile  
1 kilogram = 2.2046 pounds  
1 liter = 1.0567 quarts (liquid)  
1 inch = 2.54 centimeters  
1 foot = .3048 meter  
1 yard = .9144 meter  
1 mile = 1.6093 kilometers  
1 pound = .4536 kilogram  
1 quart = .9463 liter (liquid)  
1 gallon = 3.7852 liters  
Buena suerte!

### TID BIT

Most of our club's heros are unsung! I'd like to give credit — where credit is due — if someone would only send me a note with a few details such as the memo that I found written on the back of a checkout slip. "4/4/65 — Howard Taylor went out and towed in a boat that was out of gas." L.S.

## Rocky Point Junction CHEVRON

Garage — Tire Service

Junction 86 - 85 South to Cholla Bay

For nite service — knock at trailer in rear

Mac & Mildred — Club Members

## BEST BOAT SALES

You Pay Less When You  
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TUCSON

J. P. KARAM



Winners of the TEAM TROPHY for '64 — Charlie and Vilo.

Bill Boyers

## Arizona SPORTLAND

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Phone 264-7193

We want to thank all Club Members for their patronage. We feel we know you personally. We will do our little part to help make this Derby the Best of All. Everyone have fun and we hope to see you then.

THANK YOU,

Paul Colarich  
and  
Jack Cameron,  
— Club Members.

BLAKELY'S in AJO





"Poco loco dos" — Nufsed!

**IT CAN'T HAPPEN TO ME— ... ..**

**By Wes Douglas**

How many times have each one of us, particularly when we have a new boat, checked out of Cholla Bay for a day of care free fishing and never given a thought that perhaps it could happen!!!!????? On April 3rd I had Charlie and Frank Kribbs along with their lovely wives, from Blythe Calif., down to the bay for a weekend of care-free fishing.

April the 3rd was a cold, windy day with the rain coming down in sheets, so the day was spent in getting the boat and tackle all set for the next days trip onto the briny for the sole purpose of loading up with a bunch of tackle busters from the hole off the Sand Dunes. Sunday dawned bright and clear so we checked out with Jesus at the radio shack. About five miles out we stopped to catch a mess of fresh bait and after accomplishing this we headed for the Dunes. Ramon Perez, our guide, stopped at several spots for us to check out, but we had no luck until we got into the deep water about ten miles southwest of the Dunes, where we found several other boats and believe me we really got into the big middle of a bunch of the fightingest old Pintos you could ever expect to find. We started loading up to the delight of my guests who, with the exception of one, had never been deep

sea fishing before. Needless to say the cares of the world were the farthest things from our minds at this moment. Just as I had snagged onto the largest Pinto of the day I heard some noise on the radio; when we had last moved I had turned my squelch to the point that I could not receive radio traffic even though I had it set on 2182 standby. I handed my rod to Ramon and adjusted the radio. Sure enough there was a call for "Poco Loco Dos" from Cholla Radio. "Two Lou" skippered by Robert Morris with two guests aboard were in trouble just off the sand dunes. I contacted "Two Lou" and was advised that a gas line had vibrated and broken off a fitting.

Since we had just started catching fish I asked "Two Lou" to keep trying to repair the break for a half hour and if they could not effect repairs in that time that I would quit fishing and proceed to their position to see if I could be of assistance. One half hour later I called the "Two Lou" and the answer was negative. We then pulled in our fishing rigs and went to see if we could help. (I can't complain for we had all the fish on board anyone could possibly use).

We quickly determined we could not effect repairs so we tossed "Two Lou" a line and started for Cholla Bay; after first advising Cholla Radio of our intent.

We had progressed less than a mile when my outdrive started acting up and I realized that even though I only had 40 hours on this unit it was not going to get the job done. I radioed Cholla Radio to put out a May Day to any other boat in the area that might have a radio. Dick Gardner happened to be at the base and he put out a general call on both marine and CB. After a few minutes he reported no response so I advised "Two Lou" that I would run over to three other boats that were barely visible on the horizon and get one of them to pull him in. Within 100 feet from the time when I opened up "Poco Loco Dos" to head for the other boats my out drive quit and the motor screamed its notice. The first thought was a sheared pin, but

this was soon proven wrong for I could run in reverse.

There was only one thing left to do and that was to notify Cholla Radio of our condition and plan on spending the night or have someone come out from Cholla and tow us in. I notified Cholla and we were all trying to figure just what to do next when the most beautiful sound I have ever heard came in over the radio. It seems that George Rodgers on the "Oso" became curious why he had not heard any radio traffic and started checking his set. He found his antenna lead broken off. He repaired this and called base to see if there was anyone in the area in trouble. (He was one of the three boats that I had started for).

Cholla advised of our condition so "Oso" called me and I advised that it would require two boats to tow us in so he asked his buddy, fishing alongside in an 18' Glasspar (Tom King & Jack Harding) to come along for the assist.

Frankly I was never so relieved in my life when I saw these two boats approaching, with the spray flying in all directions. Just after my last radio transmission I found that my receiver had gone out on my radio, but the message had got through and help was on the way.

The Glasspar took the "Two Lou" in tow and the "Oso" took the "Poco Loco Dos" in tow and we started for the bay at 17:00 which took four long hours to reach, pitch black and moderately rough seas that were breaking completely over the boats during the trip.

Having a brand new boat I knew "IT COULDN'T HAPPEN TO ME" and I did not have a spare kicker or any other method of transportation aboard. I am thankful my radio held up until the messages were all completed and help was at hand.

I believe there is a lesson here somewhere and it might be well for each and every one of us to recognize the fact that it can happen to anyone. Be prepared for that emergency and always have a way out. After landing that night I went back down to the landing area to thank George Rodgers for going out of his way to help a fellow fisherman in trouble and he expressed it so well, in line with my feelings for these many years, POR NADA, "THE NEXT TIME IT MIGHT BE ME."

Be that as it may I would like to again thank George Rodgers and his crew on the "Oso" and Tom King and Jack Harding on that Glasspar for the yeoman job that was done.





# SPLINTERS FROM THE BOARD

## Phoenix

The April Meeting of the Board of Directors was held in the Harold Johnson home, 3002 West McKenzie.

The Meeting was brought to order at 8:00 P.M. by President Dick Gardner.

Those attending the Meeting were Mary Rogers, Leola Rogers, Bill Rogers, Lyle Rogers, Harold Johnson, Wayne Earley, Charles Reed, Mel Jarvis, Barbara Jarvis, Lois Sanderson, and Doris Earley.

The March minutes were read by Doris Earley, Secretary, and approved by the Board.

Charles Reed, Treasurer, then read the Financial Report.

Mel Jarvis, Membership Chairman, reported there are 48 more new Members and 14 sponsored children.

Wayne Earley, Council President, reported he will ask all Officers to write a list of their duties and activities for the use of future Officers of the Club.

Harold Johnson suggested that the Phoenix Club appoint a Committee to clean up the Club House at Cholla Bay, before Derby time.

Lois Sanderson, Chatter Editor, reported the Chatter was again out on time, under the new rule that there be an official date for material to be in.

The matter of a change in Derby dates, from Friday and Saturday to Saturday and Sunday was given a thorough discussion by the Board Members; however, no action was recommended as to a change.

A letter of information, soliciting donations of prizes and trophies for the Derby was read by Harold Johnson.

The Meeting was adjourned at 10:30 P.M. for coffee and delicious home baked pastries, prepared by Jo Ann Johnson.

Doris Earley, Secretary

## Tucson

April 6, 1965

The April meeting of the Board of Directors was held in the Les Conlisk home at 8:00 P.M. Members attending were: Frank McLaughlin, Les Conlisk, Verna Conlisk, George Fisher, Howard Taylor, Mark Morgan, Dean Fisher and Chris Tatum.

The board resolved to recommend to the membership that a committee be formed to plan a dinner meeting for the November ninth meeting for the fifth anniversary of the CBSC Tucson Chapter.

In a discussion of the future aims and present advantages of the Cholla Bay Sportsman Club, the following facts were presented:

To effectively represent the interest of the sports fishermen in Cholla Bay, everyone maintaining a cabin at the Bay must belong to the Club, and those enjoying a more or less permanent residence at the Bay should actively support the policies of the Club. The unrestricted use of the Club's facilities by non-membership is unfair and some means to induce them to join the Club should be found.

Mark Morgan reported on the advertising and suggested that more members be added to the committee to increase its activities.

The matter of days on which the Derby will be held was discussed and the membership will be polled on any changes.

The board is making available copies of the present constitution and bylaws to all members for their use in case changes are proposed in the future.

The meeting was adjourned for refreshments.

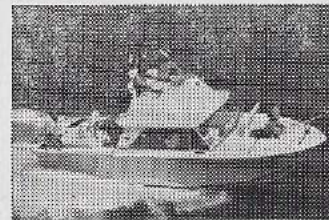
Chris Tatum, Secretary

## FISHERMEN • STOP • AT COPPER LANES IN AJO

Our Coffee Shop and Lounge Are Open  
From 7 A.M. until 2 A.M.  
Lou Majors Club Member



### 23' John Allmand Boat




## The TICONDEROGA

- See the All New 1965 SEA BIRD 18½ Deep Vee's
- Complete Line Deep Vee HYDRO-SWIFT Boats — Inboard & Outboard
- Complete Line of Aluminum Boats
- Complete Service on Johnson Outboard Motors & All n-boards. We also repair boats up to 34'.

## SPORTSVILLE MARINE

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Open Sunday 10 a.m. - 4 p.m.



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SHELL SERVICE**

THE SLOPPIEST SERVICE  
IN TOWN!?!

West End of Gila Bend Club Member

### PREVENT THAT FIRE.

Everyone always says, "It won't happen to me." But it sometimes does — if proper precautions aren't taken when refueling. Portable gasoline tanks should always be removed from your boat when they are refilled. A little prevention could keep you from having a damaging fire aboard.

The gas pump nozzle should be in contact with the rim of the tank opening when filling. This prevents generating a spark that might ignite the gasoline!



"Up from the Briny Deep"





By Bill Valentine

Remember the good old days, before sand buggies, when a surf-caster had to travel up or down the beach in a boat till he spotted a likely looking stretch to cast. I remember how we'd pull into the beach, unload our gear, try and figure how high the tide might reach, then haul our sand anchor up the beach as far as we could, firmly bury it hoping that an offshore wind wouldn't spring up and blow our only method of transportation away while we were up the shoreline a couple of miles, looking for trout.

Man, oh man, how many times I've wished for a beach buggy of some sort, as I've had to haul two stringers full of sea trout over my boney little shoulders 2 or 3 miles back up the beach to where we'd left the boat.

These buggies are opening up whole new areas for the guy who prefers to cast for his sport (like me). There are literally miles upon miles of virgin beach just awaitin' for some sand slosher to fling a jig far out into the midst of a feeding herd of sea trout.

I've read dozens of stories in national sport magazines, about how the wise surf angler ascertains just what the bottom contour of a particular stretch of beach is like, so that he'll have a better idea of just what area to concentrate his casting on. This makes a lot of sense to me!

Throughout the years I've come to learn that normally, the trout are more apt to be encountered where an underwater current has formed a gully or sort of meandering little valley along the sandy bottom. These little indentations along the bottom are quite easy to spot during a low tide and are well worth remembering. You will usually

have a better chance to hook up a battler over this type of area.

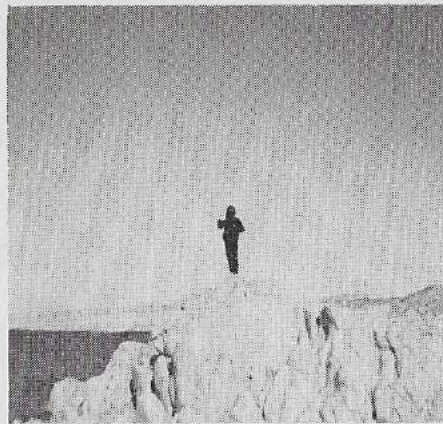
Another good bottom type to look for at low tide — is one where a reef or rocks poke up through the sand. This is the most likely place to tangle with a yellowfin or a trout-eating grouper. You might hang up and lose a few lures over this sort of bottom, but, if you correctly gage your cast and retrieve, you'll find that it'll invariably pay off in bonus fish.

I'm definitely not a grouper-for-sport type lover, but I've beached a few 15 pound to 45 pounders accidentally hooked while spincasting for trout, that gave me as much pounding, nerve-racking, sheer pleasure, as any game fish I've caught. These ugly brutes quite often will try and sneak up on an unsuspecting school of trout and leisurely inhale a few for snacks. Thus, if a shiny little lure or a feather jig happens to cross their path, they'll strike at it savagely.

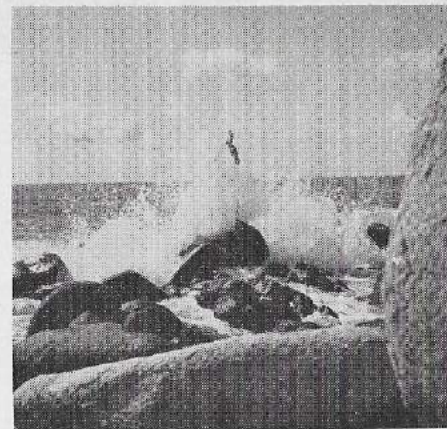
Man, if you've been catching 2 to 4 or 5 pound trout, using 6 or 8 pound mono-filliment on an 8 to 10 foot buggy-whip, you're in for a real shock when you hook your first grouper over a sand bottom. They might be 300 or 400 yards from their rocky homes, and when it penetrates their thick skulls that they're in trouble, they'll try everything in their power to gain the security of those far off rocks.

I had one take a feather jig right smack dab at the end of a long cast and I'm here to tell you, without exaggeration, that it took a flat 35 minutes to finally coax that old sow into where I could slip my trembling hands into his gills. I don't have any idea what his true weight was — but three of us estimated him to go 45 pounds. I've since had an opportunity to weigh a few that I have caught spinning and none would go over 32 pounds — so it's possible he wasn't 45, but I'll tell you one thing, — he was about as much fish as I ever want to tangle with on 8 pound line!

One of the greatest rewards of hard work is sound sleep.



"I can see the boat coming in now!"



*Surfside Without Comments!*

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SHELL SERVICE**

12th St. & Camelback Rd.

**MOTOR TUNE  
SHELLUBRICATION**

Pick Up & Delivery

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**Fisher & Simpson Marine Radios**  
**Wood-Freeman & Crozier**  
**Auto-Pilots**

Free Installation & 1 Years Maintenance  
with every purchase of marine radios.

**MARINE ELECTRONICS  
of ARIZONA**

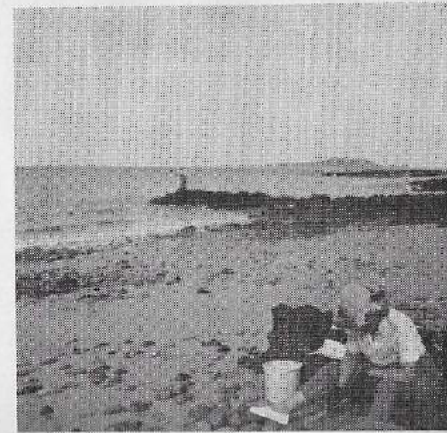
"Where Electronics is NOT a sideline!"

Sales — Repairs — Maintenance  
Matt Cubitto — club member

OFFICE 964-7114      HOME 964-7536  
39 W. 6th AVE.



"This trout is sure going to taste good tonight."



"Just wait till I find one more little Butter clam!"



## MEMO

— from ye editor's desk.

Bahia La Choya has a port captain who is interested in the safety of both the Mexicans and the Americanos. When he puts "thumbs down" on boats going out to sea — he **MEANS** it! So when he says **NO** — you'd better respect his judgment and get out your surf fishing gear; that is — if you want to battle the wind and waves.

As many of us will be wanting to take advantage of the deal fellow club member, Kirk Purvis in Eloy, is offering us, I asked him to draw me a map showing the route he has suggested in his full page advertisement. From it I am giving the following instructions:

From Phoenix or surrounding area—drive to the Baseline Road and 56th Street. At that corner turn south going through Guadalupe to Maricopa. At Maricopa, turn left following the R.R. tracks and in 23 miles you will come to Casa Grande. (Total of 45 miles after you've left Baseline Rd.) It's 15 miles on to Eloy and Kirk's place. Leaving there — you don't back-track, but take Battaglia Rd. straight west for 12 miles when you will come into the paved road leading to Highway 86 (Tucson to Rocky Point Junction). This section is 45 miles through some beautiful country. Reaching 86, you turn to your right and it's only 37 miles to the Junction. TUCSON people follow the same directions after taking Highway 80 to Eloy.

### LETTERS TO THE EDITOR:

Dear Lois and All:

Sorry I didn't get a chance to say goodbye to all of you. Am now permanently located in Oregon. Miss the Chatter here but feel you may want a local person to take over my column. Would like to hear from anyone in club.

Ken Evans  
P. O. Box 64,  
Toledo, Ore.

### MESSAGE TO "FIRST TIMERS"—

Reading this may help you to "not learn the hard way."—LS

On the map — Lukeville is an Arizona town on the border just where we cross into Mexico on our way to Cholla Bay. There are gas pumps in plain view but rarely can you find anyone to pump gas. It's better to wait and fill your tank at Sonoyta a few miles farther on. There's a good gas station on your left as you enter the business section of the town. But only 28 miles back at Rocky Point Junction — where Tucson and Phoenix meet — you will find three major gas stations and the Richfield and Chevron are members of our club!

You do not have to stop on the American side of the border but just as you cross into Mexico you will meet Mexican officials who will direct you to the immigration office when you tell them your destination. The border here is closed from 12 midnight until 8 a.m. so you had better make it ahead of time to get in line early.

To get your tourist permit, you must have proof of U. S. Citizenship. Either your birth certificate, your voting registration card, a U. S. Government ID card, etc. Your Driver's License is no good here! If you should leave home without these necessary papers, you may have a **NOTARY PUBLIC** make out a statement for you — telling



"I can't decide which to take!"

where you were born, etc. This is acceptable but sometimes expensive. There's usually a notary living in one of the trailer houses at Lukeville. The questions asked you are brief and simple and the permit which you will receive is good for 15 days. There is no charge for this but there seems to be no restrictions against leaving a small token on the desk. Some do and some don't!

Your children do not need permits but their ages will be entered on your permit and they must leave the country with you. Your permit must be returned to the Mexican Immigration authorities before you cross into the United States.

Coming back into the U. S. is another matter. You must have an up-to-date smallpox card in your possession — other wise you will be told where to park while the U. S. Public Health Service doctor inoculates you. There is some talk that you may be required to show this little yellow card while you are still back in Mexico — so it's best to have it with you **BEFORE** you enter our neighboring country. If you take your dog with you, you must take along his papers showing a valid rabies shot. The U. S. authorities will also **NOT** let you take any fruit or vegetables back into the states — even if they came from there.

You are allowed to buy and take back into the states without duty — one gallon of liquor per person, but make sure that you tell the officer that it is for your own use. You are not allowed to bring it back for someone else. They will confiscate it and fine you besides! **So just DON'T bring any back unless you are willing to admit to having it for your personal use.**

As for money, it is not necessary to change your American dollars or silver into Mexican currency. The business men of Sonoyta and Puerto Penasco will gladly accept your American money. 12.50 pesos is equal to one dollar (U.S.). With this exchange rate you need only to multiply pesos by .08 to find out how much you should pay in American money. Many merchants tho, now mark their wares with U. S. prices.

The highway south is paved and kept in good condition but is narrow. Whenever you see a sign with a curve marked on it — slow down because they do not bank the curves like our highway departments do. There are caution signs marked "Vados" which means "Dips." Other signs show a silhouette of a cow and you definitely need to watch out for cattle on or near the road.

Most fishermen who do not have an invitation to stay in some relatives or friend's cabin at Cholla Bay, bring their tent or camper (trailer or pickup) and camp out on Sandy Beach or over in the Black Mountain area. But **STAY ON THE TRAVELED ROADS**, you'll get stuck if you turn off — **nine times out of ten**, unless you are driving a vehicles with 4-wheel drive. If you are towing your boat — you'll have to go to Cholla Bay to launch it and don't forget to go up to the radio shack and sign your launching permit — then return it when you come in from your cruise.

When you come within sight of, but not in Rocky Point you will see Kilometer post No. 99. Take the first road to the right. If you miss this one — there is another road just before kilometer post No. 100. This second turn-off has a small faded sign reading "Bahia de Choya." Both are washboardy dirt roads and come together at the R.R. crossing about a mile after leaving the pavement. Follow the meandering road and in about 6 miles you will come to Cholla Bay which will probably be a disappointment at first until you become enamored with its atmosphere. Sandy Beach is reached by turning off to the left before you reach Pelican Point which is the first rock structure jutting up north of Rocky Point (Puerto Penasco).

**TAKE YOUR WATER SUPPLY WITH YOU.** We use lots of gallon plastic jugs that are easy to stow in your load.

\* \* \*

**ALL CLUB MEMBERS** are urged to wear something at the derby to identify themselves **AS MEMBERS!**





By Don Gehon

Boating season is now upon us with a scorching Bang! Also, the derby is a short time away — so right now is time to get out the rig and check it over or send it to your favorite marine dealer for his expert inspection and repair. If you act now, you'll still have time to make repairs yourself or have your marine dealer, do so! Remember tho, that all the dealers are going to be busy this time of the year, so **HURRY!**

The best way to go through this inspection with little waste of time is to make out a list of things to do, plus an itemized list of equipment you generally carry in your craft. The following list will give you a good start and you can add to it as you see fit.

**TRAILER**

Be sure it is adequate to carry the total load that you expect to put on it.

Bearings.

Tires.

Winch and rope.

Rollers or bunks.

Boat tie downs.

**BOAT**

See that hardware is in good shape and fastened down securely.

Lights.

Seats.

Fire extinguisher.

Life jackets.

Compass

Anchor.

Fuel tanks.

Horn.

Etc., etc., etc.

**MOTORS**

Wiring.

Hoses.

Starter rope.

Start motor in tank or with hose attached.

**CHECK THRU THE ADVERTISERS**

Your editor regrets to inform you that we have lost Chatter contributor, Ken Evans to the state of Oregon. He has been faithful for a long time keeping us in copy for our "SPARK 'N SPUTTER" column. I've asked Mel Jarvis who is presently doing us an interesting series on Anchors, — to take over the column when he completes "The Hook." He says that he hopes that he can do as well as Ken has and that the points and hints he will concentrate on — will be meant only for your safety and for preventative maintenance. After all, as he says, he's in the business himself.

This month, I have prevailed on Don Gehon, who with his father, George, own and operate the Gehon Boat Co. just east of Goetts where we hold our meetings. Don is no stranger to most of us and we know — that he knows what he is talking about.

Diplomacy, we read, is the art of letting someone else have your way.

\* \* \*

WANTING to work is so rare a merit that it should be encouraged.

\* \* \*

It's easier to do a job right than to explain why you didn't.

\* \* \*

A good liar has to have a good memory.

\* \* \*

For highway safety, drive as though a police car were ahead of you.

\* \* \*



"Almost I can lift him!"

**PHOENIX  
TENT and AWNING CO.**

Established 1910

**Boat Canopies & Covers  
Custom Canvas Specialties  
Sunshades — Awnings**

3333 N. 7st St.                      275-5483

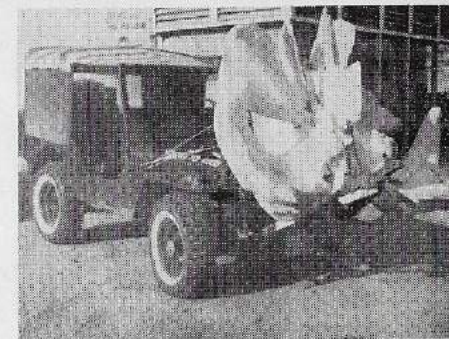
Jim Mabb

**MEXICAN GULF WATERS  
NEED BIG BOATS**

**See the BEST BOATS  
At The BEST PRICES**

Complete with good heavy-duty trailer  
(2 years factory guarantee includes  
freight paid)

**Southwest Marine Co.**  
Roy Schierbaum — WO 4-8154 — Mesa



! WHATZIT ?

**EVER LOSE YOUR LINE?**

Extra lines come in handy when you are on a cruise. It's a good idea to make up a spare line or two before embarking on your next boating enterprise. A bow, stern or anchor line may be lost or used for some other purpose — just when you need it the most. That's when a spare comes in handy. It's better to have too much — than too little!



"Good compadres!"

**RADIOS**

Marine \* Business \* Citizen's Band  
Depth Indicators — Direction Finders

Sonar Radiotelephones — 62 Watt — \$299.95

**LONE STAR BOATS — Aluminum & Fiberglass — McCULLOCH OUTBOARDS**

**GEHON BOAT CO.**

2101 E. Indian School Rd.                      —                      265-2955



**CHOLLA BAY SPORTSMAN'S CLUB  
TUCSON CHAPTER**

April 13, 1965

The April meeting was called to order at 8:00 P.M. by Frank McLaughlin, President. Minutes of the March meeting were read and approved.

The Minutes of the March meeting of the board were read.

The matter of changing the date of the Derby was discussed and the chair entertained a motion from the floor stating the position of the Tucson Chapter. A motion was made, seconded and passed to the effect that the Derby dates should remain the same as originally planned. A separate contest held on Sunday for those that wish to participate may be announced at the fish fry.

The treasurers report was read and approved.

The advertising committee needs more leads to merchants for placing ads in the Chatter. Mark Morgan, advertising committee, asks everyone to pitch in and help.

Membership Chairman, Verna Conlisk, reports 126 paid up members this date and trying to contact all members whose dues are in arrears.

The matter of "work permits" was discussed at length. According to Mexican law, no permits are necessary for an individual to build, repair or maintain his own cabin as long as the work is done on his own property and not for profit. The Cholla Bay Club has obtained this information from official sources in Mexico City in the past, when this question was raised. It should be noted, however, that it is a good policy to hire local labor at Cholla Bay whenever possible, and buy the building products made in Mexico. Club members should recognize the viewpoint of the people of Mexico; they, too must make a living.

The Tucson Chapter passed a motion stating that the Club's interests would best be served by a Council committee meeting at least every three months or more to discuss complaints from both members and Mexican authorities, landowners, and others at Cholla Bay.



Vera and George Koehler of Scottsdale, get down to their casa at Cholla about twice a month. The fish she is showing off were caught off of the El Verano, chartered from Frank Lopez. They boast that "Tecate's" boat catches a lot of fish.

**Tell 'em you saw it  
in the CHATTER**

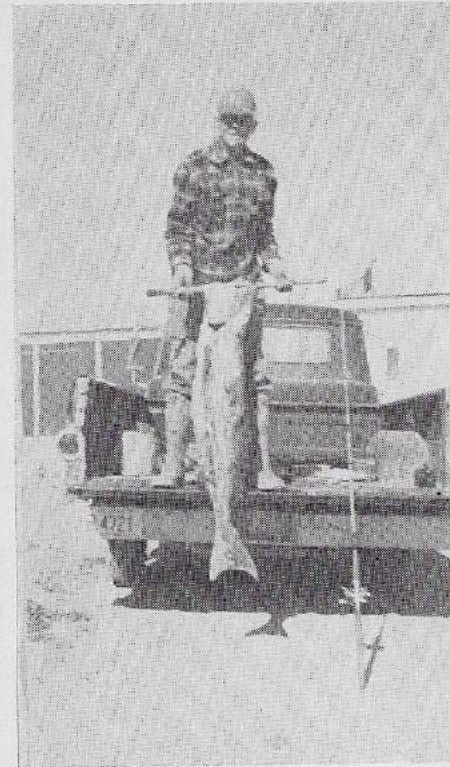
A motion was made and passed to appoint a property custodian for the Tucson Chapter. Les Conlisk was appointed this date.

A motion was made and passed ordering the board to insure the Tucson Chapter's property. All equipment donated or purchased in the future will be inventoried and insured.

Door prizes were donated by Thunderbird Marine. Helen Kelleher drew the paint sprayer and Tom Wright drew the "Save a Bearing."

The meeting was adjourned for refreshments and a movie.

Chris Tatum, Secretary



"Pop" South 1965

Anyone would be proud of catching this 40 pound sea bass from the shore but this is proof that you don't have to quit fishing with the best of them when you reach four score years. Even Bill Valentine would crow over bringing in this big brute with only a 12 pound test line and a small white feathered lure, handmade by George and Mary Fisher.

W. O. "Pop" South of Norris City, Illinois, has wintered at Cholla for the past 18 or 19 years and has made many friends, among them being the Fishers of Tucson, with whom he was fishing from the big rocks around Pelican Point toward Penasco. Mary reports that he had to play it for quite some time before it finally gave up. George got down in the water and helped him get it upon the rocks — only after he had brought it in next to them.

**CELEBRATION**

The editor was a lucky one to have been at La Choya on the 10th of April. She decided to drop by the Bourlands about seven in the evening and found — all in one place — people whom she felt she knew well but never had met them face to face. Gathered together to celebrate Charlie Reed's birthday that he was going to have the next Thursday — were 25 of the nicest people one could know. I made 26 because I stayed and visited for over two hours. When I arrived they were just clearing up tables that were still loaded with goodies while many were complaining about having eaten too much!

Besides Bob and Ida Bourland were the guest of honor, Charlie Reed and Helen, Vilo and Ann Miller, Bob and Janie Harmison, Dorthean Jorgensen, Manuel and Mabel Bercovich, John and Gladys Hoskins, Pat and Audrey Gardiner, Ray and Erma Barker, Dewey and Alma Harmon, Thad and Blanch Anderson, Dave and Vida Davidson and the Eatons, who were guests of the Davidsons.

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**Tell 'em you saw it in the CHATTER**



## THE HOOK

By Mel Jarvis

### PART II — THE KEDGE

The dictionary defines the word "kedge; as a small anchor — used in light work, as kedging." Kedging is defined as, to move (a vessel, raft, etc.) by carrying out a kedge in a boat, dropping it overboard and hauling the vessel up to it.

We know the kedge as the common or old fashioned anchor: the early seaman used it to haul their small or large ships in shallow water, or off mud bottoms. This anchor was used by the early sailing ship and some are still to be seen today around docks. But, mostly as decorative or museum pieces.

The Greeks of ancient times used this type of anchor, as rocks or stones large enough to hold their ships in the Nile, when they were trading, would sink so deep in the delta mud it was impossible to retrieve the anchors. The iron anchors were more efficient and lighter, but sometimes were still sheathed in wood to keep them from settling too deeply.

Anchors had a great deal to do with the ship design of that day. The Britons had perhaps the strangest mooring tackle of all time — heavy stones secured to the anchor by chain. Iron links were used because the Britons had no access to rope.

These heavy chains greatly affected the ship design. The weight of the chains plus the weight of the stones was so great, only short lengths of chain could be used. They anchored with their chains straight up and down. Riding at anchor therefore, was a series of plunges into wave after wave. So to survive these waves and water, the Britons built a ship with a high head and gunwales.

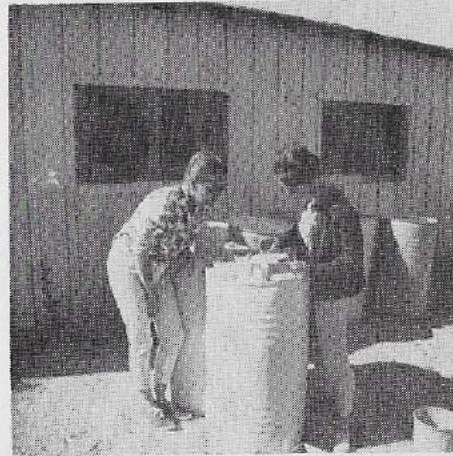
Much information on ancient anchors was obtained in 1930 when Lake Nemi, near Rome, Italy was drained. Two huge anchors were found there near hulks of two galleys (ships of that day) which had been built in 40 A.D.

One of these was the all iron common anchor weighing 900 lbs. It had a shank of 11 ft. 8 in. and a stock of 9 ft.

9 in. long held in place by a cotter pin. (How would you like to haul that anchor up from 18 mile reef). The other was a 18 ft. oak shank with two oak arms and a 7 ft. 10 in. lead stock. The find of these anchors explained the presence of the lead bars found along the shores of the Mediterranean weighing up to 1380 lbs. With the fall of Rome, the great knowledge of the ancient art of shipbuilding and mooring was lost. We can only piece together this knowledge from discoveries and searching the artifacts.

In Sir Walter Raleigh' "Discourse on the First Invention of Ships" he said, instead of fitting their furniture to their ships they formed their ships to fit their furniture. He notes "Witness our men of Cornwall, they ride it out at anchor half seas in the winter ocean in all weather. For the length of cable is the life of the ship in all extremities. The reason is because it takes so many bending and waves as the ship riding at the length is not able to stretch it. And nothing breaks that is not stretched in extremity."

NEXT MONTH: "The Patent or Stockless Anchor."



"Sand castings 'a making"

### MEL SEZ —

Be a good member, bring in a new member and both help our Derby be the BESTEST. See you at the meeting, May 11th.

## WELCOME ABOARD!

NEW MEMBERS —  
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Theodore & Mary McCammack  
Donnie Gene Miller  
Richard & Beulah Miller  
Leroy Reeves  
Charles F. Tully

CHARTER MEMBERS —  
Prescott Chapter

Wilbur Canfield  
James R. Dickson  
Ken Rodgers  
Robert Newlon  
John A. Warren  
Richard Walraven  
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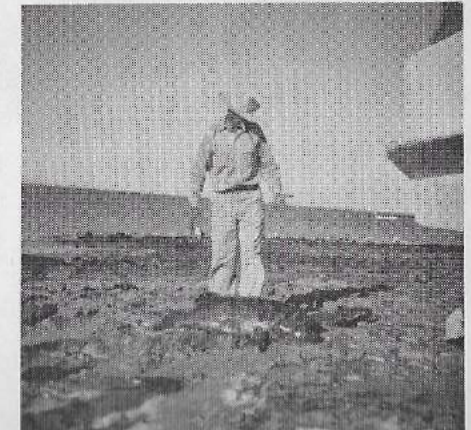
Dick Gardner

It's absolutely positive — this is going to be the best Derby we've ever had! Derby Chairman Lyle Rogers and his crew are doing an excellent job of organizing the big event. There will be over \$1,000.00 worth of prizes, trophies and a free Fish Fry for all. Even non-fishermen can win money by purchasing a jackpot ticket!

Sandra and her mother, Lee McLemore and Mary Ann Chapin silk screened over 100 shirts during the April meeting. This was their first experience at silk screening and aren't even members of our club — YET. They deserve a great big THANK YOU. Also assisting on the silk screening crew were brand new members, Dick and Beulah Miller. This project was so popular that we will repeat it at the May meeting, Tuesday, the 11th. This time there will be a choice of two stencils, so bring your shirts, jackets and blouses along. Cotton materials work best for this process.

After four years of usage, the CB antenna finally rusted away and now has been replaced with a bigger and better antenna — resulting in a better signal for your safety.

The color movie "Secret Cargo" will be shown at this May meeting — its skin diving and fishing in the Caribbean Ocean.



Lyle got the big one this time.



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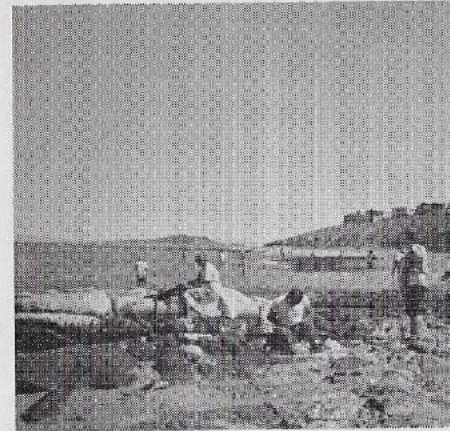
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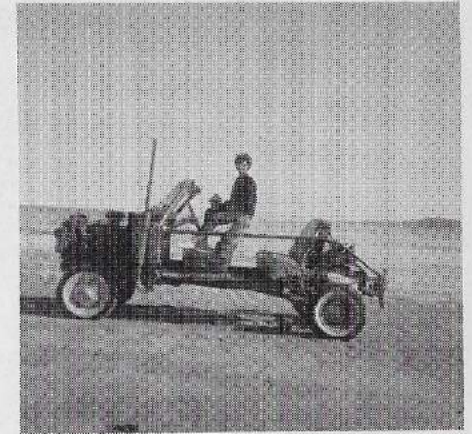
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## FRANK SUFEA, FIRST MAYOR OF CHOLLA BAY



Somewhere out in the Great Beyond a twelve foot orange boat is sailing into the sunset, its course chartered by the Mayor of Cholla Bay. The name of that small craft is HOPE. Frank Sufea named it that because, as he explained, he always hoped he'd get out and then he hoped he'd make it back. That little boat is carrying more than the Mayor Emeritus of Cholla Bay. Its cargo consists of the most interesting personality to survive almost ninety-four years of adventure on this earth . . . a personality as fascinating as the riddles of time and space which so intrigued its owner. "Old Sufe" never was old at all except in body. His mind was as fresh as tomorrow, and as full of the unpredictable. Now, he can carry on that search for knowledge which so characterized the man.

Frank entered Arizona in 1886, driving a mule team in a wagon train. He was a "Bound Boy" . . . an orphan

bound out to family for his keep. This arrangement didn't last long. Frank was entirely too independent then or later to be anyone's Bound Boy. He drifted from one job to another, teaching himself to read in the process. He worked as a miner in Jerome, and in California, and performed a thousand different kinds of labor. Eventually, he became Flagstaff's first photographer, starting operations in a tent studio. Frank could take better pictures with a box camera than many a pro got with a press camera.

Eventually, Frank entered the cafe business. By dint of hard work and native shrewdness he built up and sold several excellent cafe businesses, most notable of which was the Black Cat in 1949, and will be remembered by those who knew him for so long as they shall live.

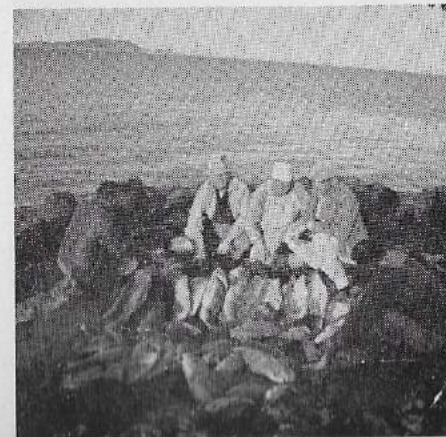
So much for the statistics, but Frank was hardly a statistic. He was that

kindly, often wise, often foolish, always lovable Mayor of Cholla Bay who would drop anything to give a helping hand, and who managed to get in so many scrapes with El Mar that his Guardian Angel was kept busy 24 hours a day. He belonged to no specific religious group, but he never poked fun at anyone's ideas. "If I have nothing better to offer, what right have I to take away?" he asked. He was a good man. His friends knew that, and so did his Mexican Compadres. Badly as he mauled the few Spanish words he attempted, he was muy Simpatico, and every Mexican sailor in the area kept a sharp eye out for "El Viejo" in order to help bail him out of his frequent mishaps with the sea.

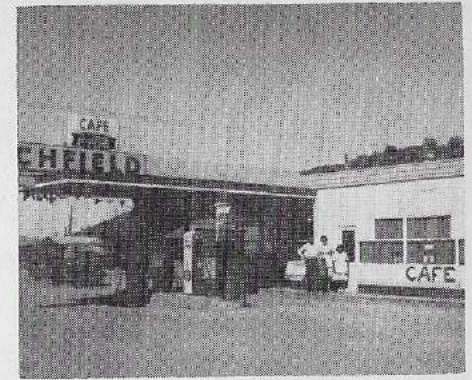
"Buen Viaje, Amigo, and may the good Guardian Angels bring us together once again."

The above obituary was written by Frank Sufea's good friend W. H. Troxell of Flagstaff, Arizona, and I can only add that Frank was my good friend. After the Cholla Bay Sportsmen's Club was organized he was out of the first to join the club. He was a member for many years. Frank Sufea was the only person to receive a life time membership in the Cholla Bay Sportsmen Club by the Board of Directors. I regret that many of the old members of the club are scattered and will no tread of Frank Sufea's death December 29th, 1964, but that big lake in the great beyond has received a great man.

Al Scott



Mary Rogers took this picture!



### IN MEMORIAM

Ted Herman, who with his wife, Bonnie Lucile, have owned and operated the business known as the Richfield Service Station and Cafe at the Junction of 85 and 86, south of Ajo, passed away on Sunday, April 11th.

Ted, who had always had trouble with his heart from childhood, had undergone "open heart" surgery in December of '64 — with a good chance that he would be able to live a normal life afterwards. Early in February, I drove into the station and to my surprise — found Ted waiting on me. The doctor had OK'd him pumping gas — with the electric pump, of course. This was the day I signed them up as club members and took the picture above. He was a happy guy — with such big plans for the future!

Next time I stopped at the junction, it was to sign up Mac and Mildred McAtee of the Chevron Station as members. They told me that Ted was back in the hospital in Tucson so I went over and talked to Lucile. She said that Ted had been feeling fine until a bus load of school children had stopped by — needing a low tire changed. Ted changed it! And lost his life because of it. Now Lucile is left with four small children to care for alone. She is a cheerful, capable person and I know she'll carry on with courage but it would help if some of us would stop by often and say "Hi."

I am indebted to L. A. McAtee for letting me know about Ted so soon.

L.S.



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PAT YOUNG will be assisting me in this endeavor.

### REMEMBER WE ARE MEXICAN INSURANCE SPECIALISTS

Mexican Liability insurance for your automobile and boat is written under a master club policy. Fire, Burglary & Personal Liability on your cabin at Cholla Bay is available at a very nominal cost.

WES DOUGLAS



CLUB MEMBER

## GLASPAR BOATS — MERCURY MOTORS

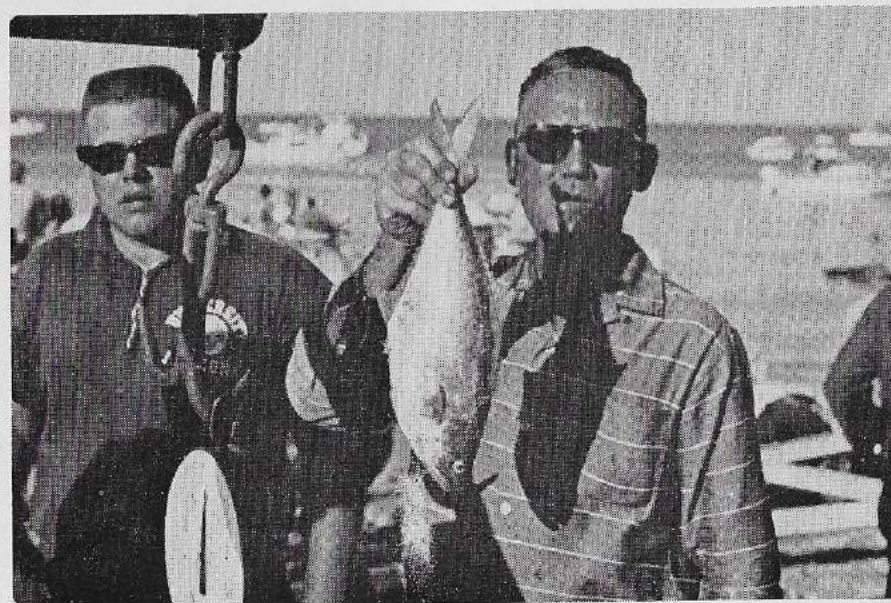
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Club Member

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Once upon a time, and not more than that, a son asked for the garage keys and came out with the lawn mower.

\* \* \*

Middle age is that time of life when you can feel bad in the morning without having had the fun of the night before.

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





By Gene Henry

The prize most sought after by surf fishermen in the Cholla Bay area is the yellowfin sea trout. This big brother of the common sea trout runs up to 30-35 pounds and is a real tiger on the end of a line.

Unfortunately this superb sports fish is also highly sought after by commercial fishermen and like its cousin, the white sea bass, is becoming more and more scarce due to ever increasing commercial fishing. Where only a few years ago huge schools roamed the beaches during the Spring run, it's a lucky fisherman who now stumbles onto the occasional loner or small school that have somehow evaded the many nets set for them.

It is ironic that the yellowfin, while an easy victim of netting due to its schooling habit, is a real challenge to the sports fisherman. Like the common sea trout they spook readily from a boat and are more easily caught casting from shore. Even from shore it generally takes a long cast to hook one as they take off at the slightest disturbance.

And, hooking a yellowfin is a far cry from landing one. These streamlined dragsters possess tremendous power and speed. The moment they feel the hook, they take off on a long surging run and, unless you have the drag set mighty light, all you will hear is a crack like a pistol shot as your line parts company with the lure. Another reason for setting a light drag is that

they have a tender mouth common to the weakfish family and the hook tears loose if too much pressure is put on.

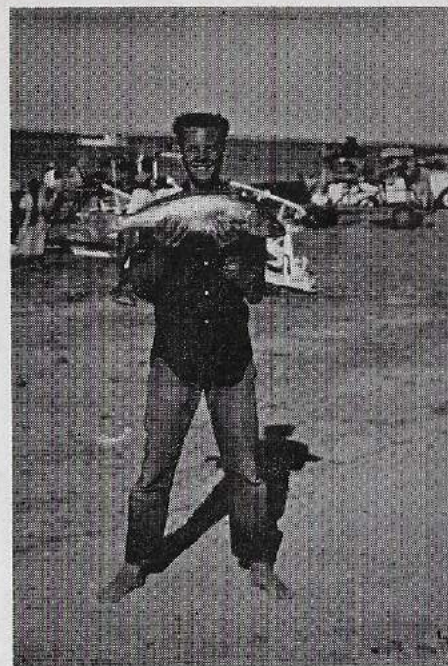
Landing a yellowfin is no easy chore 8-10 pound test line and the yellowfin is in the neighborhood of 20 pounds. They have a tendency to take off on one last run when they first catch sight of the fisherman and this is where many trophies are lost. A gaff is the surest way of landing one, but the next best bet is to slide them in on an incoming wave which leaves them stranded as the wave recedes. At that point forget about etiquette and tackle him any way you can, just making sure you keep your tender fingers out of his mouth.

It takes patience, perserverance, guile and a dedicated fisherman to catch a yellowfin, but the reward is worth all the effort you put into it. It took two years to catch my first one and I'll have to admit there was more luck than skill involved. Since then, there is rarely a trip that I don't take a few hours to match wits against this worthy adversary. I have lost many a lure and several inches of skin off the shin bones, but the few fish I have been fortunate enough to land have more than made up for the long hours of fruitless casting.

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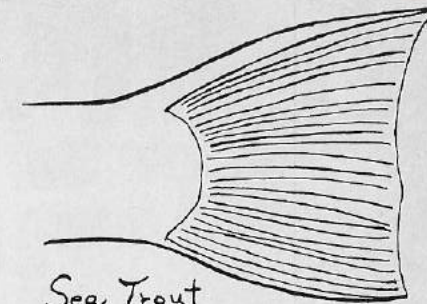
4931 E. McDowell Rd — 279-8561  
Phoenix



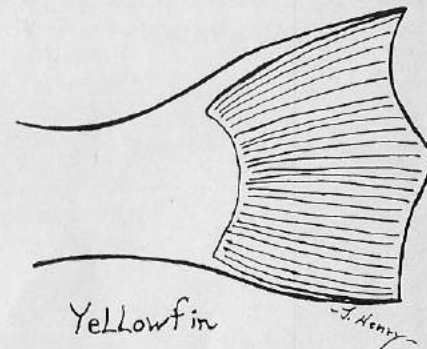
John's prize winning YELLOWFIN.

The yellowfin trophy presented at the annual derby is equivalent to an Academy Award Oscar as far as surf fishermen are concerned. I don't know of any trophy I would prize more highly. Last year, I smugly thought I had it made after catching a yellowfin Saturday morning which beat out son John's first place Friday yellowfin by a few ounces. Then, that cagey rascal, Bob Taylor, sneaked out and hooked the trophy winner Saturday afternoon. I was practically green with envy, but I don't know of a more deserving guy than big Bob. As Bill Valentine would say, "The lucky bum!"

I hope the committee checking in fish will be very careful in distinguishing between sea trout and yellowfin at this year's derby. They are very similar in appearance and I wouldn't doubt but what some of the big sea trout checked in have actually been yellowfin. In fact, they had already checked John's in last year as a trout when he pointed out the tailfin difference that identified it as a yellowfin. There is a distinct difference in the shape of the tail as you will note in the accompanying illustra-



Sea Trout



Yellowfin

-J. Henry

tion. This was pointed out to me a couple of years ago by one of the best fishermen and guides in the business, Hector Munro.

Well, I don't know about you, but I'm going to be out there trying for that trophy again this year. To reduce the odds, I've been thinking about breaking the legs of a few guys; namely, Bob Taylor, Bill Valentine, Bill Hammer, Slim Wilkerson and those two disrespectful sons of mine. Or even better yet, maybe sneak one of those potent Mexican scorpions into their lure bag.

## 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.





This recipe is from Mabel Bercovich!

### EMPANADES

#### Filling:

- 2 pounds ground beef
- 1 large onion — chopped
- 3 cloves garlic — chopped
- small amount of oil
- 1 — No. 303 can tomatoes
- 3 or 4 small bay leaves
- ½ teaspoon Oregano
- salt & pepper to taste
- 1 can ripe olives — cut up
- 1 cupful of raisins

Cook onion and garlic in oil till transparent (do not brown), add tomatoes, bay leaves, oregano, salt and pepper, olives and raisins. Cook slowly about one hour. If it gets dry, add small amount of water. Filling should be moist. Set aside to cool.

#### Pastry:

- 4 heaping cups of flour
- 1 tbsp. salt
- 4 tbsps. shortening
- milk to make a soft dough

Sift flour and salt, add shortening and cut in with pastry blender. Add milk to make a soft dough. Knead till smooth. Roll out part of dough on a floured surface. Using a four inch lid for a cutter — make 4" circles until dough is used up. Put a tablespoon of filling in center of each circle of dough, fold over and crimp edges. Deep fry in hot oil or shortening. Makes about 30 Empanades.



"Dad took the girls fishing last November."

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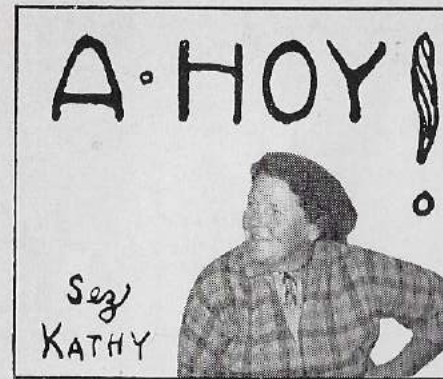
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### "What Should We Do?"

"Who do we call?" if someone is missing—after allowing a reasonable time for delays.

1st. Notify the Club's radio operator, Jesus Martinez, at the Radio Shack. He will run up a distress flag that will mean something to the USCG-AUX—also to the many men and a few women who've served in the Navy. Then he will get on 2182 kc's to alert all vessels.

2nd: When it is ascertained that the boat actually is in trouble—the Port Captain in Puerto Penasco should be notified.

3rd: If a member of the U. S. Coast Guard Auxiliary is not to be found at the Bay, go to the nearest phone in the U. S. and put in a "person to person" call to one of the following members:

RAY KRAFT, Operations Officer, day—256-6196, evening—274-2784.

ROBERT HESSELBROCK, Commander, evening—944-2088.

HARRY HARDISTER, Vice-Commander, evening—253-6615.

DICK GARDNER, Training Officer, day—258-7161, evening—275-1288.

KATHERINE HITCHCOCK, day—273-1279, evening, 265-7154.

The person who makes the call to the U. S. Coast Guard Auxiliary should be a close member of the family requesting aid. He or she should remain by the phone until their call shall have been verified by other units who will assist in the search. If all goes thru the proper channels, there will be available helicopters and other aircraft—both

standard and amphibious, ground crews, 4-wheel drive ambulance, boats and radio communications.

Katherine Hitchcock

### Tucson Prexy Speaks

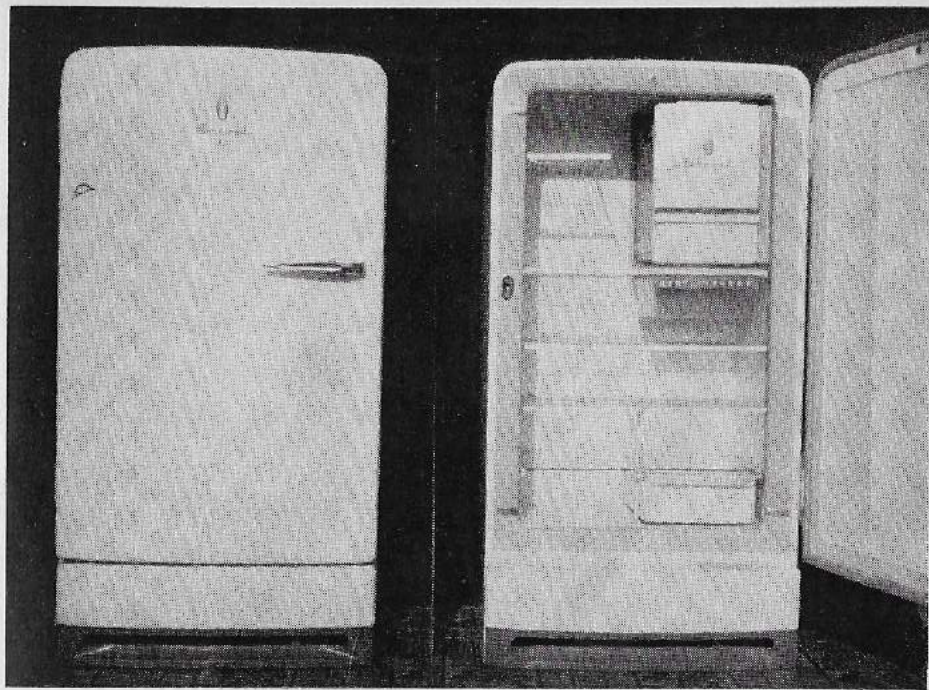
It seems so fitting that Mexico should be shaped like a cornucopia, the universally fabled Horn of Plenty. The warmth and plenty of its hospitality pours forth from the wide north end upon its neighbors, and especially on the membership of the Cholla Bay Sportsmen's Club. There are many places where "for hire" recreation can be sought, but where else on earth may people of a foreign nationality bring with them even a small part of their home life and plant it on a permanent basis, to their own taste and practically unrestricted?

In such a light, it is good to realize that most members of the club are showing interest in the development of projects which will improve the Cholla Bay area. This is not the interest of "do gooders" but more in the unselfish tradition of leaving a mark of permanent improvement and progress—wherever our American people put down even shallow roots. This is truly the spirit of giving. I am sure your Council will welcome your suggestions and your work on all projects aimed at improving Cholla Bay from the standpoints of safety, sanitation, communications, beautification and public relations.

**Frank McLaughlin**







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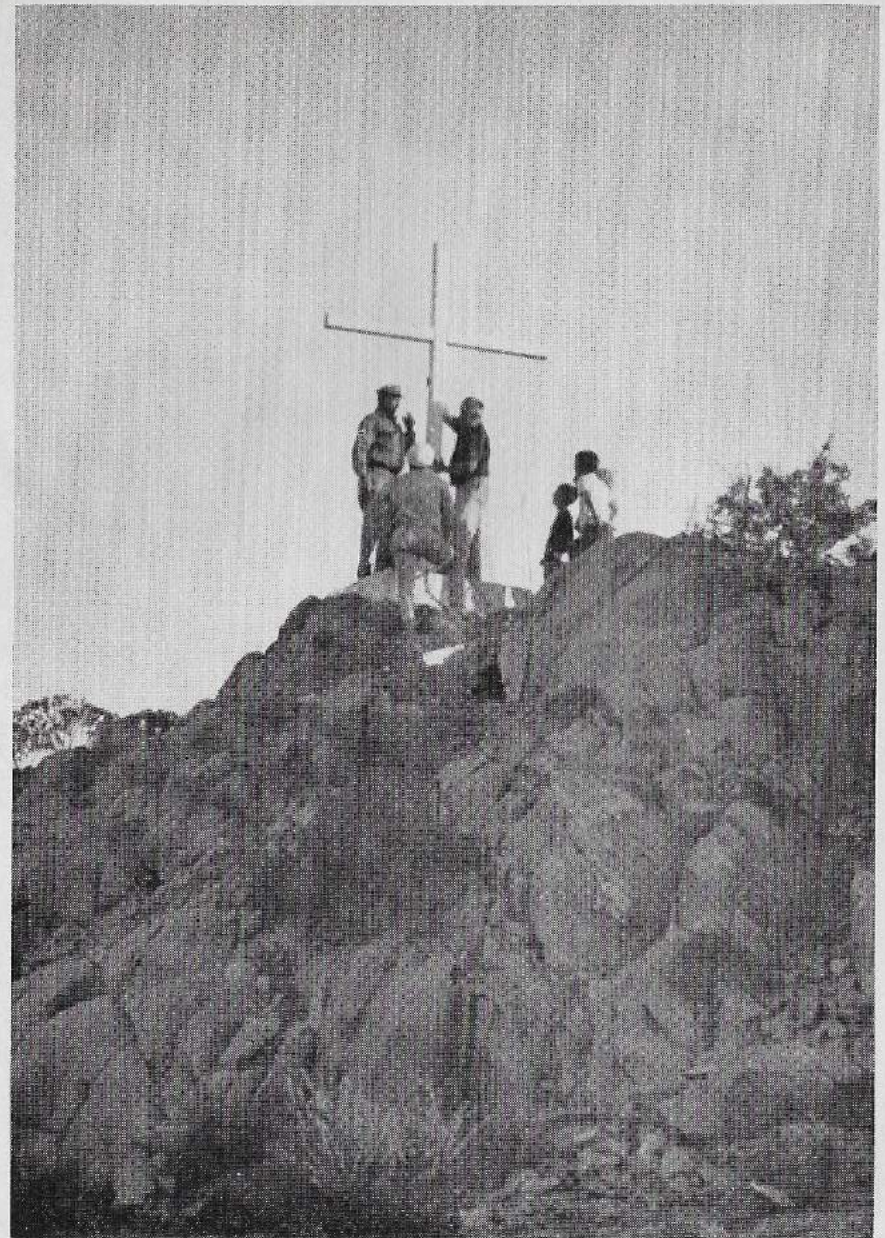
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NACHO'S Tribute to his friends stands erect once more!



*Tell 'em you saw it in the CHATTER*

WE WERE TOLD — that there is a Mexican law regarding how many meters from the shore that fishermen who are using nets for their commercial fishing enterprises — may fish. We

COULD report violations to the Port Captain at Puerto Penasco.

Many of us have watched them come in close to shore and clean out the schools of trout and mackerel.



# LAUNCHING STATISTICS

— By JESUS MARTINEZ

— Compiled by ye editor.

(Note: If names, places or numbers are misspelled — it is due to my being unable to decypher what was written on the launching permits. — L.S.)

\* — Denotes CBSC membership in force as of 4/20/65.

Date	Name of Owner or Operator	Boat Name or Registration	Number Aboard	Home Port	Radio Aboard?
3/1	Gus Anaya	Pargo	6	Phoenix	
3/1	Sidney Wells	AZ-311-A	2	Phoenix	
*3/1	Harold Frost	Thunderbird III	11	Marana	Marine
3/4	Wm. Punttenney	Ti-Pe-Ji	4	Scottsdale	C.B.
3/6	Bill Giles		3	Phoenix	
3/6	W. J. Colson	AZ-3065-A	3	Kingman	
3/6	Lyle Hart	Maria	4	Phoenix	
*3/6	Dan Rhudy	Fran Sea	2	Glendale	Marine
*3/6	Paul Colarich	Moya Dekkia	2	Ajo	
3/6	Charles Bemore	Serrucho	3	Tucson	
*3/6	Robert Pruitt	Pruitt	3	Phoenix	
*3/6	Leonard Redden		4	Phoenix	
3/6	Carl Allen	Love Star	2	Winslow	
*3/6	Howard Taylor	Sea Fox	4	Tucson	
3/6	H. B. Oldridge		2	Tucson	
*3/6	C. E. Graham	C-Lover	5	Phoenix	
3/6	Marcelo Salazar	Si #1	8	Choya Bay	
3/6	Robt. Pennington	AZ-1207-E	4	Phoenix	
3/7	Royal Martin	Royal Ruby	4	Mesa	C.B.
3/8	Royal Martin	Royal Ruby	4	Mesa	C.B.
*3/10	Earl Lane	Doodle-D-Doo	3	Casa Grande	Marine
*3/11	Vern Wolfley	Sea Wolf	2	Phoenix	C.B.
*3/13	Clarence Parks	Debra Ann		Phoenix	Marine
3/13	C. Roof	AZ-7751-B	4	Coolidge	
3/13	Glenn ?nning	AZ-7507-A	4	Phoenix	
3/13	Les R. Storms . .	AZ-6832-B	3	Phoenix	
3/13	W. H. McKenzie	AZ-6265-A	2	Scottsdale	
3/13	W. R. Ellison	Bess E	5	Phoenix	
3/13	Bill E. Long	AZ 6524	5	Marana	
3/12	Bill Yonker		5	Phoenix	
3/13	V. C. Dougherty	Kona Princess	4	Phoenix	C.B.
3/13	Raul Flores	Marta Siria	9	Bahia la Choya	
3/13	James Liem	La Lata	4	Phoenix	Marine
*3/13	Joe Kerstien	Just Rite	2	Phoenix	Marine
3/13	Melvin Coffman	AZ 5492	4	Phoenix	
3/13	Vilo Miller	Anna Marie	2	Phoenix	
*3/13	Teo Grijalva	Alicia	4	Tucson	
3/13	Carter Dietzman	Ruth	4	Glendale	
3/13	Milton Goldman	Betsy	6	Tempe	
3/13	Carl Diamond	AZ 1347 E	3	Phoenix	
3/13	A. V. Henderson	Shark Haven	4	Phoenix	C.B.
*3/13	Howard Taylor	OMC	5	Tucson	
3/13	Leland Jackson	CL 563 AD	4	Phoenix	
3/13	Levi Young	Steelhead	4	Phoenix	
3/13	John Hoopingartner	AZ 1241 E	3	Scottsdale	
*3/13	L. B. Blackmer	Loy Mar	5	Phoenix	Marine
3/13	Bill Schrader	Alfreda	6	Scottsdale	C.B.
*3/13	Ed Dwyer	Sea Dog	3	Phoenix	Marine
3/13	Clifford Reimer	AZ 7391 B	5	Tucson	
3/13	Roy E. Johnson	Ours	3	Phoenix	
3/13	Mac Millan	AZ 2760 A	3	Phoenix	
*3/13	Hurdie	Stelna	4	Tucson	
3/13	Ralph Willkerson	Lucky		Tucson	
3/13	M. L. Coffman	AZ 1245 E	3	Phoenix	

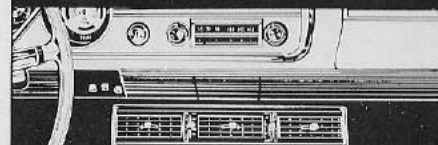


WHY SWELTER AND SUFFER ANOTHER SUMMER?  
MAKE DRIVING A PLEASURE WITH

**FrigiKing**

**AUTO AIR CONDITIONING**

QUICKLY INSTALLED IN YOUR PRESENT CAR



THE NEW DARRIN JET-AIR

**KRAFT AUTO**

258-6196

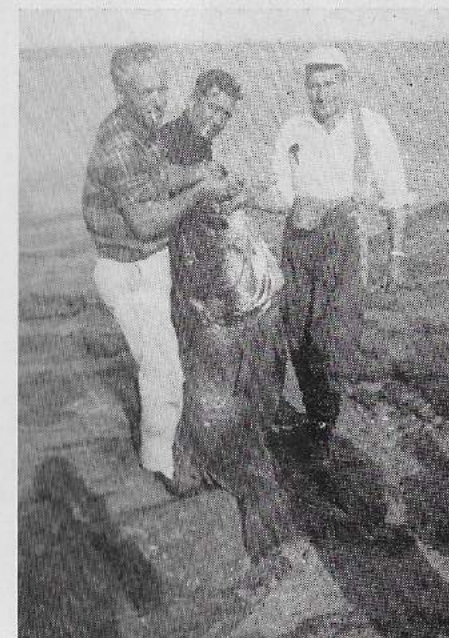
Club Member

2102 E. McDowell Rd.

**NATIONWIDE SERVICE — 24 MONTH WARRANTY**



"Tired but happy"



"Who could ask for more?"

## MARINE RADIO

New and Used

*One stop for all your needs!*

**APELCO ★ INTERNATIONAL**

**POLYCOM ★ REGENCY**

**PACER ★ GENERAL**

**MONARCH ★ WEBSTER**

Also Transistor sets — portables —  
direction finders — depth sounders  
— antennas — noise suppression  
kits.

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*Look for us at the Derby or drop  
by and see us anytime.*

Open evenings & weekends

**ARDEN**

**COMMUNICATIONS**

3226 East Thomas Rd.

Phoenix

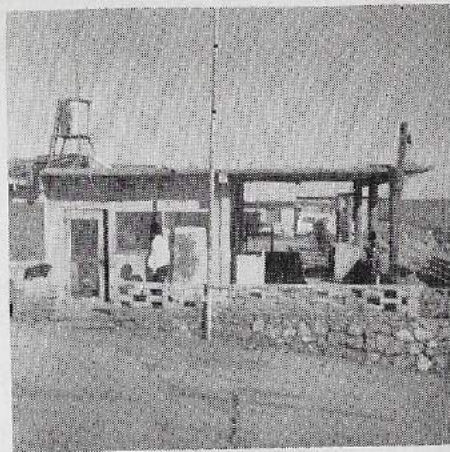
277-9369

Richard Miller & Forest Arden, members





Jesus Martinez — Radio Operator



### Ship To Shore Marine Radio

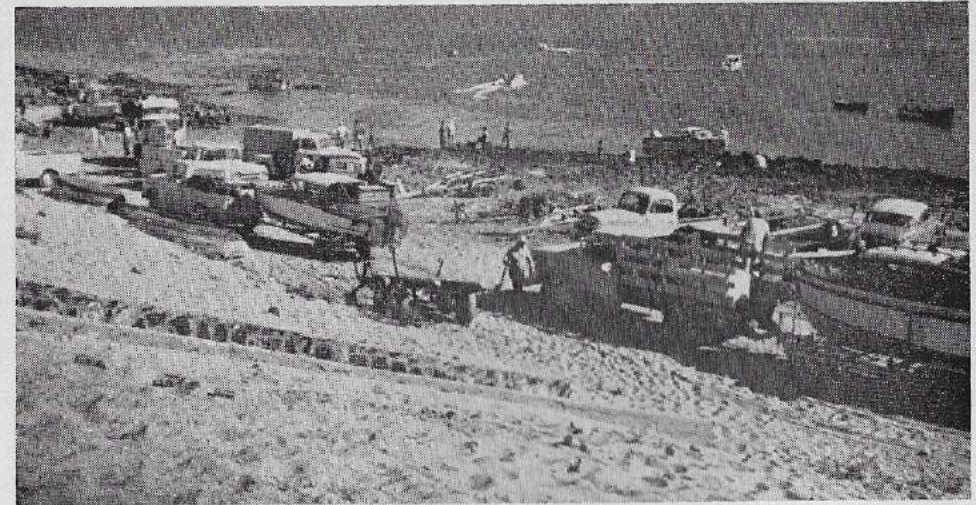
Call Letters

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


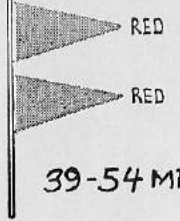
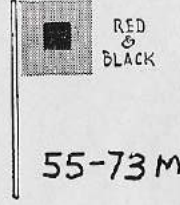
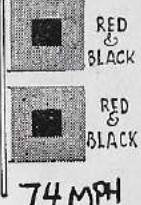
3/13	David James	AZ 8987 C	6	Tempe	
3/13	John Licherness	AZ 8361 A	2	Phoenix	
3/14	C. Roof	AZ 7751 B	4	Coolidge	
3/14	Carter Dietzman	Ruth	4	Glendale	
*3/14	Hurdle	Stelna	4	Tucson	
3/14	Mac Millan	AZ 2760 A	3	Phoenix	
3/14	James F. Moore	Cindy Lee	2	Mesa	
3/16	W. F. Nanninga	Mahani Decafe	4	Phoenix	
*3/17	Earl Lane	Doodle-D-Doo	5	Casa Grande	Marine
3/17	Mark Schekall	Magdeleny	2	Tucson	
*3/17	Jack Foster	Digger	4	Casa Grande	Marine
3/17	W. F. Nanninga	Makani Decafe	3	Phoenix	
*3/17	Blair Saylor	AZ 7938 B	4	Tucson	
3/18	W. Backer	AZ 7938 B	4	Tucson	
3/18	E. J. Johnson		4	Phoenix	
3/18	W. F. Nanninga	AZ 8133 B	4	Phoenix	
*3/18	Jack Foster	Digger	6	Casa Grande	Marine
3/18	H. L. Fuller	AZ 7344 B	5	Mesa	
*3/19	John Herrscher	Joni B	4	Phoenix	C.B.
3/19	Milton Graf	Explorer	3	Tucson	
*3/19	E. P. Stanley	Miss Edith	3	Phoenix	C.B.
3/19	H. L. Fuller	AZ 7344 B	3	Mesa	
3/20	Vern Pope	Shark	5	Peoria	
3/20	David Myers	AZ 1161 B	4	Phoenix	
*3/20	Tom Sharp	Dottie II	3	Phoenix	Marine
3/20	Vilo Miller	Anna Marie	2	Phoenix	
3/20	Bill Briggs		3	Ajo	
3/20	Ramon Perez	O.M.C.	5	Tucson	
*3/20	T. R. Nussbaum	Chili Pepper	3	Tucson	
3/20	A. W. Seymour	AZ 5050 B	3	Casa Grande	
*3/20	Paul Colarich	Moya Deckkia	2	Ajo	
3/20	H. E. Mangino	AZ 7713 A	5	Phoenix	
3/20	Clarence Reynolds	IMP	2	Phoenix	
*3/20	George B. Rodgers	OSO	7	Phoenix	Marine
*3/20	Dutch Wirth	Bell Boy	2	Phoenix	Marine
3/20	Howard E. S.	Jezebell	4	Phoenix	
*3/20	Clarence Parks	Debra Ann	3	Phoenix	Marine





3/20	Blaine Drake	AZ 170 B	4	Phoenix	
* /20	Roy Crum	AZ 5477 C	5	Humbolt	
3/20	Walt Shanahan	Mi Too	2	Phoenix	Marine
3/20	Milton F. Graf	Explorer	3	Tucson	
3/20	Dr. H. L. Fuller	AZ 7344 B	3	Mesa	
*3/20	Forrest Cooley	IM Ready	4	Tucson	CB & Marine
*3/20	Ivan Moyer	Henry	3	Phoenix	
*3/20	George Muench	Dori May	3	Scottsdale	
3/20	Sidney Wells	AZ 311 A	4	Phoenix	
*3/20	Walt Sigety	AZ 5833 C	3	Phoenix	C.B.
3/20	Richard St. Jeor	Stanpat	3	Mammoth	
*3/20	John Herrscher	Joni B	4	Phoenix	C.B.
3/20	Larry Bowers	AZ 4307 A	4	Mesa	C.B.
*3/20	Eddie Jackson	Lucky Dog	4	Phoenix	C.B.
3/20	Harry Cromwell	AZ 264	4	Casa Grande	
*3/20	Mel Covington	El Plomero	4	Scottsdale	C.B.
*3/20	Deane Fisher	AZ 472 B	4	Tucson	
3/21	Howard E. S.	Jezebell	4	Phoenix	
*3/21	Clarence Parks	Debra Ann	3	Phoenix	Marine
*3/21	Dutch Wirth	Bell Boy	2	Phoenix	Marine
*3/21	George B. Rodgers	OSO	7	Phoenix	Marine
3/21	Allen Seymour	AZ 5050 B	3	Casa Grande	
3/21	Blaine Drake	AZ 170 A	9	Phoenix	
3/21	Vernon Burnett	OMC	4	Tucson	
*3/21	Eddie Jackson	Lucky Dog	4	Phoenix	C.B.
3/21	Larry Bowers	AZ 4307	4	Mesa	C.B.
*3/21	Larry Melchor		6	Mesa	
*3/21	A. V. Humphrys	Rosie Bell	3	Tucson	
3/21	R. Wayne Tussing	AZ 6035 C	4	Gila Bend	
3/21	Bill Briggs		3	Ajo	
*3/21	Roy Crum	AZ 5477 C	4	Humbolt	
3/21	Dave Myers	AZ 1161 B	4	Phoenix	
3/21	Richard St Jeor	Stanpat	3	Mammoth	
*3/21	Ivan Moyer	Henry	2	Phoenix	
3/21	Wm. Chamberlain	AZ 28 E	3	Phoenix	Marine
3/21	H. M. Chapman	AZ 8522 B	2	Phoenix	C.B.
3/21	Tony G.	AZ 5661 C	3	Phoenix	
3/21	E. M. Blount	AZ 8666 E	4	Phoenix	
3/21	W. J. Bates	Miss Kim	4	Gila Bend	
3/21	Harry Cromwell	AZ 264	4	Casa Grande	
*3/21	Jack Wolfe	Sharon Lee	4	Phoenix	
3/24	Ira Mitchell	AZ 1474 A	4	Phoenix	
*3/26	Arthur Bratzel	El Plomero	3	Scottsdale	C.B.
3/26	Robert Severance	AZ 7607 A	5	Phoenix	
*3/26	William Dunn	Thunderbird II	4	Maricopa	Marine



SMALL CRAFT, GALE, WHOLE GALE AND HURRICANE WARNINGS

DAYTIME SIGNALS	
<p><b>SMALL CRAFT</b></p>  <p>WINDS UP TO 38 MPH</p>	<p><b>GALE</b></p>  <p>39-54 MPH</p>
<p><b>WHOLE GALE</b></p>  <p>55-73 MPH</p>	<p><b>HURRICANE</b></p>  <p>74 MPH</p>

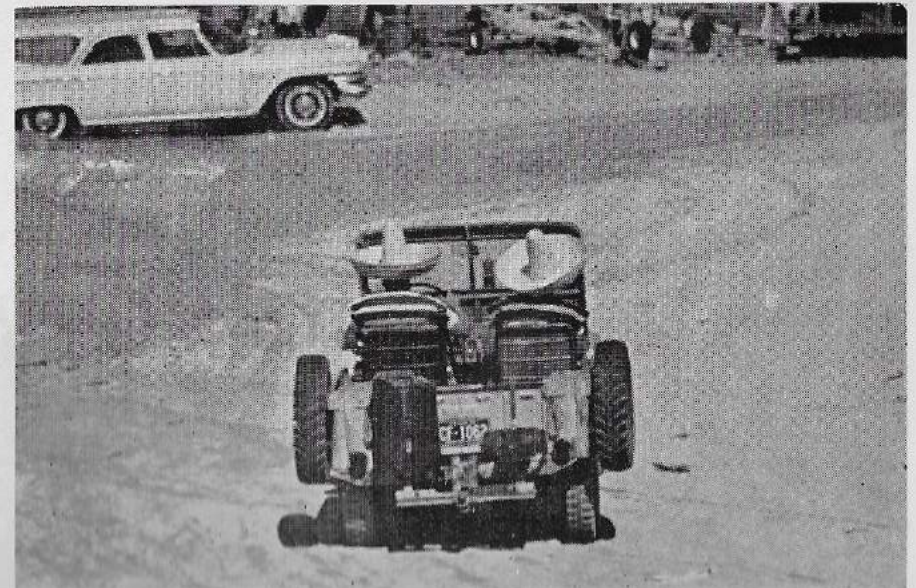
  

 <p>EMERGENCY RED + WHITE</p>	 <p>SAILFISH CAUGHT TODAY</p>
---	--

*3/26	Harold Frost	Thunderbird III	4	Marana	Marine
3/26	Ken Daly	AZ 8238 B	4	Phoenix	
*3/26	Marvin Avery	Timbo	4	Phoenix	C.B.
*3/27	Marvin Avery	Timbo	4	Phoenix	C.B.
3/27	Ken Daly	AZ 8238 B	4	Phoenix	C.B.
*3/27	James Milligan		2	Phoenix	
*3/27	E. Bayes		2	Phoenix	
3/27	Mercury Tool	Mercury	4	Phoenix	
*3/27	Wm. Dunn	Thunderbird II		Maricopa	Marine
*3/27	Paul Callas	AZ 1777 B	4	Phoenix	
*3/27	Harold Frost	Thunderbird III	5	Marana	Marine
3/27	Ronald Jordan	AZ 4045 B	7	Phoenix	
3/27	Ed Schnautz	AZ 1071 C	4	Phoenix	
3/27	Bill Davis	AZ 7200 B	2	Phoenix	
3/27	Bill Scheader	Alfreda	4	Scottsdale	C.B.
*3/27	Milford Olsson	Vicious Virgin	4	Phoenix	
3/27	Albert Scott	Swan	3	Phoenix	C.B.
3/27	R. D. Boone	Power-Cat	4	?	Marine
*3/27	Eddie Jackson	Lucky Dog	4	Phoenix	C.B.
3/27	Bob Pennington	AZ 1207 E	6	Phoenix	
*3/27	Stu Hurdle	Stelma	4	Tucson	
3/27	John Womble		6	Phoenix	
3/27	O. E. Reedhead	AZ 1810 A	4	Show Low	
*3/27	Jack Schmidt	Champagne Lady	2	Phoenix	C.B.
3/27	A. F. Isban	AZ 9157 B	6	Scottsdale	
*3/27	Floyd Swann	AZ 5365 B	4	Phoenix	
*3/27	Ivan Moyer	Henry	4	Phoenix	
*3/27	Ray Elardo	Sea Ray	6	Phoenix	Marine
*3/27	Harry Swan	AZ 1504 C	7	Phoenix	
3/27	Ralph Wilkerson	Lucky	3	Tucson	
3/27	Walter Shanahan	Mi Too	3	Phoenix	Marine
3/27	David James	AZ 8987 C	4	Tempe	
*3/27	Robert Morris	AZ 7504	3	Phoenix	
*3/27	Gerald Williams	Wee Too	2	Phoenix	Marine
3/27	M. O. Clark	AZ 3755 B	3	Phoenix	
3/27	Marcelo Salazar	Si #1	8	Choya Bay	
*3/29	Harold Frost	Thunderbird III	6	Marana	Marine
3/29	George Champeau	AZ 8640 A	4	Mesa	
*3/29	Ivan Moyer	Henry	2	Phoenix	
3/29	Mercury Tool	Mercury	3	Phoenix	
3/29	Marcelo Salazar	Si #1	4	Choya Bay	
3/29	Vernon Burnett		7	Tucson	
3/29	Ira Mitchell	AZ 1474 A	3	Phoenix	
*3/29	Marvin Avery	Timbo	4	Phoenix	C.B.
*3/30	Marvin Avery	Timbo	4	Phoenix	C.B.
*3/31	Marvin Avery	Timbo	4	Phoenix	C.B.

Tell 'em you saw it in the CHATTER

3/30	Vernon Burnett		5	Tucson	
3/30	Ira Mitchell	AZ 1474 A	3	Phoenix	
3/31	Ira Mitchell	AZ 1474 A	3	Phoenix	
3/30	Ed Gemmill	Mariner	5	Tucson	
3/31	Ed Gemmill	Mariner	5	Tucson	
3/31	E. C. Gallante	Gallante Lady	3	Phoenix	
*4/3	Ted Esenwien	Lucky 13	3	Phoenix	C.B.
*4/4	G. Ned Nelson	Jody #1	3	Phoenix	C.B.
*4/4	Richard McClanahan	Padick	2	Tucson	C.B.
4/4	Guy Pence		2	Mesa	
4/4	A. V. Henderson	Shark Haven	5	Phoenix	
4/4	W. R. Ellison	Bess E	3	Phoenix	
*4/4	Dutch Wirth	Bell Boy	3	Phoenix	Marine
4/4	Amos Jackson	Sea King	3	Phoenix	
*4/4	Howard Snell	Fiesta	5	Phoenix	C.B.
*4/4	Stan Cornelius	Doris J	3	El Mirage	C.B.
*4/4	Bill Blair	Miss Mariner		Phoenix	Marine
4/4	Jack Roos	The Helen	6	Tucson	
4/4	Hogan & Smead	AZ 62 C	3	Phoenix	
4/4	King & Harding	AZ 6541 B	2	Phoenix	
*4/4	George Rodgers	OSO	4	Phoenix	Marine
*4/4	M. W. Douglas	Poco Loco Dos	5	Phoenix	Marine
4/4	Ace Oldridge		4	Tucson	
*4/4	Robert Morris	Two Lou	3	Phoenix	Marine
*4/5	Robert Morris	Two Lou	3	Phoenix	Marine
4/5	H. Viktor Hoyer	Mahi Mahi	2	Phoenix	
*4/6	C. W. Davis	Nancy Ann	3	Tucson	
4/6	Lloyd Sharp	AZ 6325 B	3	Mesa	
*4/7	Steve Kawchack	Betty Joe	4	Mesa	Marine
*4/9	Robert Young	AZ 9862 C	2	Scottsdale	
4/9	Steve Bruner	AZ 9152 B	2	Mesa	
*4/9	Cliff Bardelli	Six Pack	4	Phoenix	C.B.
4/11	George Morse	Kelly Jean	3	Eagle Mt.	
*4/11	S. R. Murdle	Stelna	7	Tucson	
4/11	John Hensley	Crisco	5	Tucson	
4/11	Rogers & Cooper	AZ 7833 B	5	Mesa	
4/11	Carl Dutiel	Shelmar	4	Tucson	



Those SHARP boys.



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 138504 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.

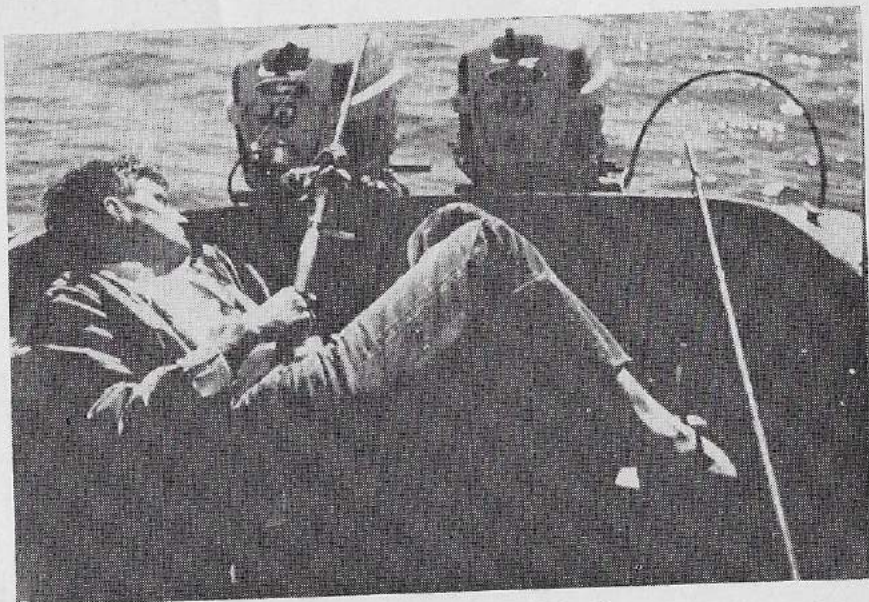
Signed at ..... State of .....

..... This day of .....

19.....

Witness

Applicant



*"The End of a Perfect Day"*

**DON'T MISS YOUR MEETINGS!**

**PHOENIX**

**TUCSON**

**Tues., JUNE 8 - 8:00 p.m.**

**Goettl Auditorium  
 2005 E. Indian School Rd.**

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

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☆ **MERCURY - MER-CRUISER ENGINES**

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 DEPTH SOUNDERS, C.B. RADIOS.**

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Your Starcraft riveted aluminum boat is so rugged that Starcraft gives you a 15-year guarantee—against skin punctures and popped rivets. 15 years of boating fun, with minimum maintenance.

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PHOENIX

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 TACKLE IN ARIZONA**



RETURN REQUESTED

**Operation: Tide Chart**

By Lynn Bayless

Great Tides Occur at Full & New Moon

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

1ST QUARTER



May 8

FULL MOON



May 15

LAST QUARTER



May 23

NEW MOON



May 30

**MAY — 1965**

5	0358
	1713
6	0447
	1819
7	0548
	1935
8	0708
	2053
9	2159
	0841
10	2253
	1004
11	2337
	1111
12	0000
	1206
13	0018
	1253
14	0054
	1335
15	0129
	1414
16	0203
	1453
17	0235
	1531
18	0308
	1610
19	0342
	1653

**MAY — 1965**

20	0418
	1740
21	0500
	1835
22	0551
	1936
23	2038
	0700
24	2132
	0822
25	2217
	0936
26	2258
	1038
27	2336
	1130
28	0000
	1218
29	0014
	1304
30	0053
	1349
31	0133
	1436

**JUNE — 1965**

1	0216
	1524
2	0300
	1614
3	0349
	1709
4	0444
	1808
5	0547
	0000
6	2018
	0701
7	2119
	0823
8	2214
	0941
9	2303
	1050
10	2345
	1148
11	0000
	1237
12	0025
	1321
13	0102
	1402
14	0138
	1441
15	0213
	1518

