

C.B.S.C.

10TH

FISHING

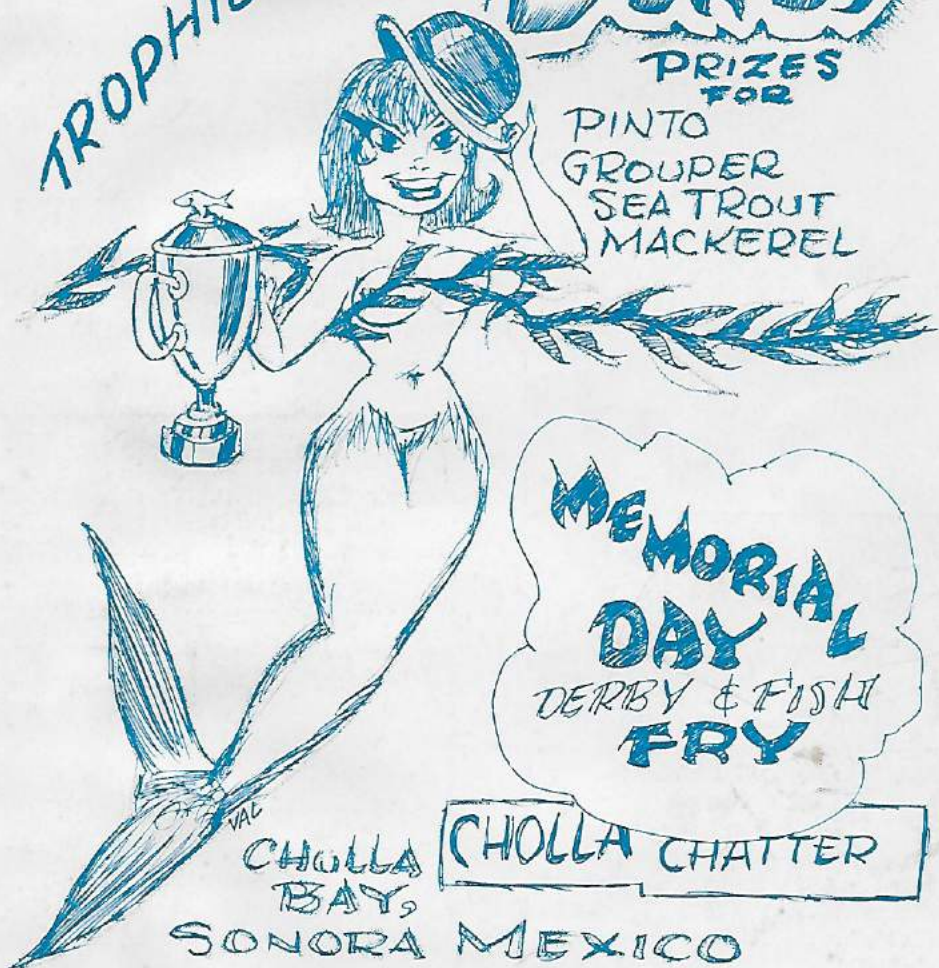
ANNUAL

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DERBY

PRIZES
FOR

PINTO
GROUPE
SEA TROUT
MACKEREL



MEMORIAL
DAY
DERBY & FISH
FRY

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CHOLLA CHATTER

MEXICO

Cholla Chatter

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

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Costs Per Issue

Size	By Month	By Year
2 1/4" x 1 1/2"	\$ 8.00	\$ 6.00
2 1/4" x 2 1/2"	10.00	8.00
2 1/4" x 3 1/4"	12.00	10.00
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5" x 2 "	18.00	15.00
2 1/4" x 4 1/4"	18.00	15.00
1/2 Page	30.00	25.00
Full Page	50.00	45.00

PHOENIX PREXY SPEAKS

If the Good Lord is willing and things go as expected, it looks as if we will have a wonderful Derby this year.

Tucson is doing a fine job of getting things together. I am sure they are having the same old trouble the rest have had in the past.

One thing that I would like to ask is that the membership get in and pitch with them and help make this the best Derby we ever had. I am sure it can be done without much effort on anyone's part.

Mel is coming along very well with his end of the Association in Mexico.

They tell me that the fishing is good down at the Bay. I wouldn't know as I haven't fished for about 6 weeks. (That has got to stop!) How about that?

Lyle

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

Citizens Band Radios

Monitor Channel	22
Conversation	16
Conversation	11
Conversation	9
Conversation	5

Don't Miss Your Meetings!

Tues., May 10—8:00 p.m.

Phoenix:

Goettl Auditorium
2005 E. Indian School Road

Tucson:

J.C. Building
1115 E. Fr. Lowell Road

Prescott:



Welcome Aboard Phoenix Chapter

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Tucson Chapter

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Stan Brown
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Charles Brown
Lloyd & Marian Perry
Richard P. Manning
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**HANG ONTO THE OLD MEMBERS!
HOOK ONTO SOME NEW ONES
GET TOGETHER AT THE MEETINGS!**

On Easter weekend I noticed a new white boat scooting about the Bay like crazy. For a long time I could not figure out who it was since they didn't stay still long enough to even figure out the silhouette. Later though I noticed this same boat with the old fishing poles over the side, and the truth was out—

**BILL VALENTINE HAS A
NEW BOAT**

and it is a honey. He has a new 16' Starcraft with a powerful 50 h.p. motor to zoom around the point and parts known only to him. We assume the African Queen was given full honors when retired. What's the new boat going to be named, Bill?

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BOOSTER PAGE

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Mr. and Mrs. W. T. Allison
Howard & Georgia Spurlock
Mr. and Mrs. Monte Montgomery
Ray and Adeline Sanderson



By Gene Henry

A light breeze riffled the water as my teenage son, John, and I topped over the sand dunes about midway down Shelly Beach. It was the weekend before Easter and the tide had just turned and was on its way back in. It looked like an ideal day for sea trout.

Three hours and several hundred casts later we were still looking for sea trout. By this time, our behinds were dragging about two inches off the beach and we had enough sand in our sneakers to start our own private beach.

To add insult to injury, who comes flying along about this time but our fishing buddy, Paul Skoglund, in his sand buggy, "Hardly Able." There, hanging on a stringer from the windshield post, was a string of big sea trout that would have choked a horse. Like a true sport, I choked down my jealousy and congratulated Paul on his fine catch.

Pooped as we were, the sight of Paul's big trout flagged our drooping spirits (and behinds). John and I once more resumed casting, grimly determined to locate a school of trout.

Suddenly, I spotted an unfamiliar large body of rocks close off-shore which I couldn't remember seeing before. A closer look showed it to be a huge mass of bait fish and a sudden skittering flash on the surface indicated something was feeding on them.

I quickly snapped on a silver spoon. Using a fast retrieve, I brought several

(Continued on Page 10)

PHOENIX CHAPTER

Cholla Bay Sportsman's Club Meeting — Phoenix Chapter

The April meeting of the Cholla Bay Sportsman's Club was called to order at 8 p.m. by President Lyle Rogers. Officers present were Harold Johnson, John Herrscher, and Toska Esenwein, Acting Secretary.

The Pledge of allegiance was led by Bob Allison.

In the absence of the Secretary, reading of the last meeting's minutes was waived.

John Herrscher gave his Treasurer's report, and there were no corrections.

Sick Bay Chairman reported Sandra Jarvis was sent a card.

Dick Gardner reported on the Water Sports Council Derby, and that he had several tickets available for the dinner on April 14th. John Herrscher donated \$10 for 2 tickets.

John and Mabel Brand were reported in charge of ticket sales for the Derby. Volunteers were requested for the Derby since there is a lot of help needed for the food, tickets, etc.

Pres. Lyle Rogers showed to the Club a sample of a front License Plate design for cars, etc. to the Club. It was decided to order 100 plates in 3 colors for the next meeting.

Barbara Jarvis reported for the Membership Chairman, that there were 382 members.

There was a discussion of Border rules and Tourists stickers.

Guests were: Roger Williams, Dick Leonard, Mr. Chipley, Mr. and Mrs. Jones, Duane Henry, Dick Miller, Mrs. Thelma Brown.

FAMILY DINING

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The Chatter reported on the missing tide charts, and the need for articles for the Derby issue. Bob Allison joined as a new advertising man for the Chatter.

Mr. Kraft reported on the death of W. F. "Pop" Day on April 9th, and that he was a Charter Member of the club.

Shirts are to be stenciled for the Derby at the next meeting. Dick Gardner will be in charge of this.

A letter was read from one of the members regarding some Mexican vandalism of their cabin.

Dr. McGee showed some very nice pictures of a fishing trip he took in Baja, California.

The door prize was won by Earl Brown, Phoenix.

Meet adjourned at 8:55 p.m. for refreshments.

Respectfully submitted,
Toska Esenwein,
Acting Sec'y.

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Continued from last month
2nd of — chapters

Our plans were to have the Luisito pull into Cholla Bay from her mooring at Rocky Point, (a fishing point seven miles south of Cholla) and with the three outboards we were taking along to fish in, we would shuttle all of our gear from the beach on out to where the boat was apprehensively awaiting us.

Besides all of the grub and beer, etc., we have several fifty-gallon drums of outboard fuel, four fifty-pound sacks of charcoal, about a hundred gallons of drinking water in assorted containers, a dozen ice boxes, all of our bedding and mattresses, two charcoal braziers, about fifty different fishing rods and reels, our clothes, tackle boxes, and one heck of a bunch of etc., so it took the better part of two hours to shuttle everyone and everything to the big boat.

Finally, about four o'clock on the chosen Saturday afternoon, everything was cozier up on board and we took off. Luckily, the shrimper had a gin-pole and winch hooked up to the center mast, so it took very little effort to slip slings fore and aft on each outboard and gently lift them aboard to rest on the fan tail.

This was quite an adventure for all of us, and the visions of leaping sailfish and beautiful multi-colored dolphin frantically trying to throw a well-set hook were crowding all else from my feeble little mind.

After such a late start, George decided that for our first overnight party, we'd anchor in the lee of Bird Island, a guano covered hunk of solid granite

sticking its smelly head up out of the placid blue green gulf about twelve miles offshore from St. George Bay, some thirty-five miles southeast of Rocky Point, our starting-off place.

What a jolly bunch we were as we gaily dropped anchor next to the island. About sundown, (Hammer, Cece, Ernie and I had fished the prolific waters surrounding "ol' smelly" before), we all broke out our spinning rigs to see if we could entice some of the large Sierra Mackerel who make life miserable for smaller fish in the area, to hit. After nailing a few nice mackerel on a 103 Kastmaster jig, casting from the Luisito's deck, I flipped once more toward the "snow" covered rocks, and hooked into a three-and-a-half-foot needlefish that did everything to that jig, but turn loose. I was using a nine-foot spinstick and a 306 Mitchell reel loaded with eight-pound line — which is a real sporty way to go after small fish, but rather foolhardy for anything over fifteen pounds. Anyway, that crazy mixed-up needlefish did everything but tie himself into knots before I finally landed him. This was the highlight of the evening as to fishing since it was from the spacious deck of the Luisito, but far from the highlight of that first evening aboard. With brilliant inspiration, Hammer invented the "Krocktail" hour.

(Continued on Page 12)



Bill and Yellowfin

BOOSTER PAGE —

Tucson Chapter

Deane Fisher

W. L. (Bill) Casey

J. F. McGuire

T. R. Nussbaum

Oscar Newman and Family

Richard Losey and Family

William E. Jungen and Family

Arch Humphrys

Haden F. Krause

George Stough

Marcella Stough

Harry Graves

Blair Saylor

Thelma Saylor

Mildred and Mark Morgan

Buzz Hermann

Bert Bendickson

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A LOVELY EVENING

Last meeting Dick Gardner sold some tickets to the Water Sports Council dinner. Mr. and Mrs. McCammack attended and Mrs. McCammack was kind enough to tell us of the evenings events: There was a cocktail hour prior to the dinner with good drinks and company. The steak dinner was delicious and nicely served. There were several guest speakers of the Water Safety Patrol. The Maricopa County Sheriff's Water Safety Patrol was given the Hollister award. Duane Henry hosted the dinner and gave a good speech. The speaker from San Francisco spoke on uses of boats and safety. The theme of the program was primarily boat safety and was very informative. Attending the dinner also from the club were Mr. and Mrs. Lyle Rogers, and Mr. and Mrs. Mel Jarvis. After checking with the others, it seems that all enjoyed the dinner, and we think it was for a very good cause.

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TUCSON SCUTTLEBUTT



Cholla Bay Sportsman's Club

Tucson Chapter
April 12, 1966

The April meeting was brought to order by Chris Tatum, President. Our guests were: Mr. and Mrs. George Maund, Mr. Sam Swansford.

Wally, Derby Chairman, said he has the Derby tickets ready to sell. He also mentioned that the Derby advertising has to be in by April 17th.

Minutes of the previous meeting were read and approved. The Treasurer's report was read and approved as read.

Chris asked if anyone had any difficulty getting into Mexico. There were a few complaints and a lot of discussion.

Mark Morgan discussed the rent problem. Mark mentioned that Mr. Brown would like a letter from the cabin owner where you may be visiting. It was suggested that everyone bring a letter of permission from the cabin owner in the future.

We were very glad to have with us for the evening some of our Phoenix club members of the Search and Rescue Committee. Mel Jarvis gave a talk on the importance of a radio in your boat and the advisability of signing the launch permits at the Radio Shack. We wish all people would realize how important this is, since if you should have trouble on the water, it is difficult to locate you if a launch permit has not been completed. Dick Miller spoke on the duty of search and rescue teams and their respective jobs.

Dan Kenny spoke on the importance of the maps and their use. This group gave us many worthwhile ideas and we learned of many items we should have on our boats, as they had a very good display of emergency equipment. We all want to thank Mel, Dick, Dan and also Sandra for taking the time to come to Tucson, and we wish them to know the program was enjoyed by all.

We wish to remind the non-attending members that the programs scheduled are very good and some of the information received most valuable. Plan to attend the next meeting.

The door prize donated by Best Boat Sales was won by Verna Conlisk. That boat cushion should make it mighty comfortable out there, Verna.

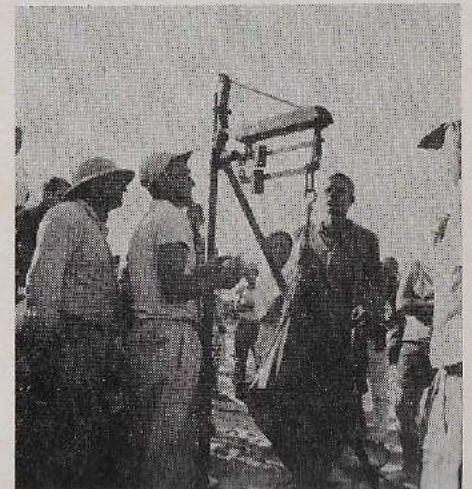
Meeting was adjourned for refreshments.

Respectfully submitted,
Doris Kemp, Secretary

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Lou Majors Club Member



Weighing In

SURFSIDE COMMENTS

casts through and alongside the school, but nothing happened. I then decided to try a slow flutter retrieve which has caught many a fat, sassy fresh water bass for me.

Casting behind the school of bait, I allowed the spoon to slowly flutter to the bottom before starting to reel in. I then raised the rod tip to lift the spoon off the bottom and on about the second slow crank of the reel handle something jolted the rod almost out of my grasp and then took off in a sizzling run.

After that first run, I was able to reel the fish in almost to the beach. As soon as it spotted me however, it took off again, peeling line at a mile-a-minute clip. Then, I knew what I had latched on to. That last line-stripping run is a trade mark of the Spanish or Cerro Mackerel. This particular fish proved to be only about 2-3 pounds when beached, but it fought and felt like a fish twice that size.

John also snapped on a small silver spoon and for the next hour or so we had a ball. Using this slow jig and flutter retrieve, we quickly filled our stringers with Macks.

I have never seen a greater concentration of bait fish and never before had seen them so close offshore. One big school after another moved slowly down the beach, never reaching more than 20-30 feet off-shore. By casting behind the school and retrieving the lure slowly alongside, we had a hookup nearly every cast.

Toward the end, my two oldest girls, Pat and Pam, joined in the fun. You never saw two happier, squealing little girls than those two every time they hooked into a fighting Mack. They lost more than they landed but by this time we had more fish than we cared to clean anyway.

This experience once more proved to me that it pays to vary your retrieve and try new techniques. I had been told by many experienced gulf fishermen that the only way to hook a Mack

(Continued on Page 20)

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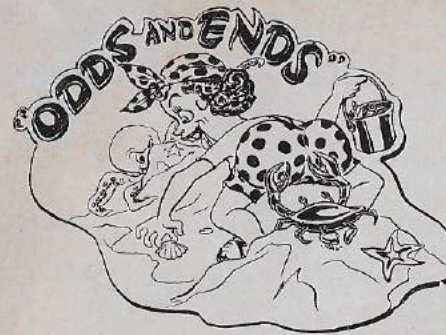
Bill Boyers

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Just stop and relax and light up an
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They satisfy taste, like a cigarette
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Kool.
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brother;
Uncle and Aunt and now they have
got Mother;
Sound it out to the suckers, it's Satan's
big lie.
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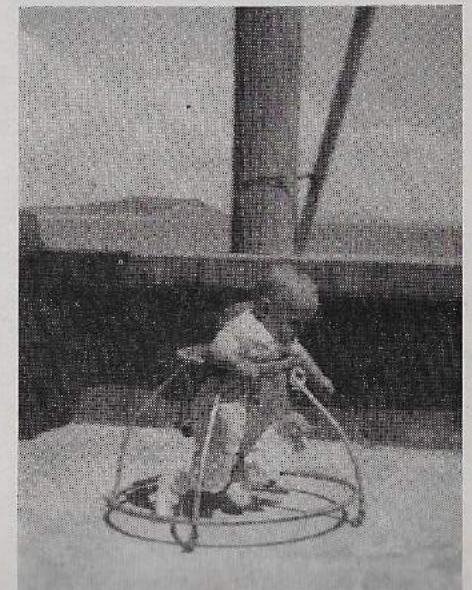
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Fishin' Lines (continued)

This jolly little innovation was started an hour after we'd all grouped around the fantail to chowdown the picnic type dinner the girls had prepared for our first evening meal aboard, and we'd all picked out our sleeping areas. The weather was balmy, so everyone planned to sleep above decks.

Anyway, we were all leering at one another, waiting to see who would be the first to break the ice and start getting ready for bed, when Hammer disappeared toward the galley. He returned shortly with a huge gallon jar filled with grape juice in one hand, and a bottle of tequilla and an ice cooler filled with chipped ice in the other. "Krocktail, anyone?" Boy! This is a first class way to break the ice, I'm here to tell you. This little krocktail hour was such a huge success that it became an evening ritual for the rest of the trip. We sure had some gleeful romps at bedtime, thanks to Hammer's inventive genius.

Our plans had been to pull out of the lee of Bird Island, the next day, and scoot down the coastline to harbor at either Port Lobos or Port Libertad, a distance of about 75 or 80 miles from Bird Island.

During the night Saturday, a good healthy southwesterly wind had sprung up, and our captain and crew were a little uneasy about the prospects of anchoring in either of the more or less unprotected harbors of Lobos or Libertad.

About five a.m. Sunday morning, we pulled up anchor and the Luisito poked her nose out from behind Bird Island and we started on the first leg of our journey south.

We pulled up opposite Port Lobos about noon, and the skipper, George, shook his head as he looked our proposed anchorage over. After a brief consultation with the crew, he wisely decided to move on down the coast to better protection.

By now the seas had become quite wooly, but the designer of the beautiful shrimper had foreseen such a possibility, and that stately hull of mesquite and oak just ate the chop up, gently nosing up and down as she busted through the waves and never pounded one bit. It was as comfortable as a large rocking chair.

(Continued on Page 23)

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By Mel Jarvis

Pete walked around the big cabin job, "Boy," he said to himself, and then turned to Bob. He also was looking the big rig over.

With wishful thinking in his eyes, he said, "Bet that'll take the rough water at the Bay."

"Yeah," Bob said, and still not taking his eyes off the boat, "sure bet it will. I bet this cost Bill a bunch. I wonder how he talked his wife into it; I thought she was going for a new car."

"Yeah, me too," Bob replied.

Bill came walking up the drive all smiles and said, "Hi! Ain't she a beauty?"

"Sure is," Pete said, "but Bob and I were just wondering how you talked your old lady into this."

Bill looked at Pete and Bob, and with a grin said, "Well, fellows, you just have to pick the right time and place."

Bob was down on his knees looking under the boat, "Say, Bill, how come this trailer is so much narrower than the boat?"

"Well," said Bill, "I was going to get the bigger trailer, but if I had, I couldn't get the radio and depth finder, and besides, the dealer said the trailer would handle this boat."

"Boy, I sure don't like these small wheels on a boat this big," Bob said.

Bill looked a little hurt. "I had to cut corners somewhere and I figured the trailer was the best place. After all, it just gets you to the water. The boat is what you enjoy," replied Bill.

Bill was right about one thing — the purpose of the trailer is to get you to water, but you should be sure it gets you there every time.

A trailer carrying more than its safe capacity is a real hazard to you and other people on the highway.

Trying to save money on the trailer is very poor judgment on the buyer's part. Your boat and trailer should be a matched combination that tows well, loads and unloads without a lot of little three or four-letter words.

One big mistake the boat owner makes is not taking into consideration the extra weight of his equipment, anchor, fuel, tanks, fishing tackle, tools, water, etc. If he then adds loading rails, a spare tire, and catwalk (if you have one on your trailer) plus some additional contraband, such as what the Cholla Bayer carried to Cholla in his boat, he has quite a load.

(Continued on Page 21)

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Official Derby Rules

RULES

Classes of Fish and Prizes

The Derby will be classified into seven (7) groups for rod and reel fishermen as follows: GROUPEL, 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. There will also be prizes for first and second place fish in each class for each day. There will be third and fourth place prizes at the discretion of the judges.

Additional prizes will be presented as follows: Largest fish, if other than type classed, at the discretion of the judges. A prize will be awarded to the child, 14 years or under, catching the largest fish. A prize will be awarded to the lady catching the largest fish. There will be many drawing prizes using the Derby ticket stubs and the **JACKPOT 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. It will be won by the team that averages the greatest number of fish in pounds per person on the team. The largest single day's catch for both days will win the award. All persons on the boat are to be considered a member of the team, and each member of the team must have purchased a Derby (tournament) ticket.

1. Each contestant must purchase a Derby (tournament) ticket and have in their possession a legal Mexican fishing license before leaving the boat landing. A launching permit is also required for each boat participating in the Derby.

2. Hours of the Derby will be: Saturday, daylight until 6 P.M., and Sunday, daylight until 5 P.M.

3. Boats must check in and out at the Cholla Boat Landing each day, or be disqualified from contest.

4. All fish must be taken on hook and line.

5. A ticket holder must enter only fish caught **personally**.

6. Fish must be checked in by closing time each day. Mexican sculling boats will be available for contestants (within a reasonable docking area) to get their catch in for weighing. **WARNING:** Don't wait for the launcher to bring you in if you are anywhere near the deadline time.

7. Distribution of awards will be made at the Fish Fry Sunday evening.

8. Winners need not be present, except for Drawing prizes.

9. Sharks, rays, angel fish and other trash fish are excluded and the decision of the judges is final. Judging of the largest fish will be by weight.

10. The decision of the judges will be final in all cases.

Tickets will be available at Cholla Bay. Adults: (15 to 150 yrs.), One \$5.00 ticket for the entire Derby; Children (14 yrs. and under), \$1.00 ticket for the Derby. Team entries must have Derby tickets. Jackpot tickets, 50c each.

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Tournament Time in Mexico



CLAMS

By Stella M. Lipinski

There are a number of clams that can be found in the Cholla Bay area. To name a few they are the Ripple (grey), Ivory, Angel, Pismo, Pink Scallop, California Wedge and the Razor Clam. These are the common names but they all have Latin names also. Most are edible but none such a favorite as the small butter clam (*Chione-Californiensis*). These are mostly gray-white to dark gray when wet. Since they blend with the color of the sand a sense of sight and touch helps to find them.

These tasty shellfish can be found on the Points and in the estuary channels around Black Mountain.

Clams are bivalves which means they have two shells. They are held together by a strong hinge. Like the oyster and the scallop, the clam is a close relative.

Now to go clam digging. Equipped with the following tools: a rake or tire wrench for digging, a pair of gloves (sand is hard on the finger nails), a bucket, or a burlap bag we are ready for our walk to the Pointe just as the tide is going out. We dig in the sand about two or three inches and locate the clams by usually finding a clump of mud. Once we have located a few, many more can be found in the same area. We put them in the bucket or the burlap bag which is really better as it can be swished in the water a few times and some of the sand is washed out. Soaking clams in fresh water for a few hours is helpful in some of the sand washing away.

(Continued on Page 19)

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A TIME OF SORROW

We have lost an inspiration of the Club and a friend and Charter Member in the passing recently of W. F. "Pop" Day. He has been a member of this club since its origination. Pop was a former railroad man, and many of his friends may remember him for his stories about the old days in Arizona and Mexico.

Our sympathies are hereby extended to his family. He will be missed at the Bay, by his Charter Member buddies, and his Mexican friends of Cholla Bay.

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Good Luck
To A Big Derby

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Tucson, Arizona

CLAMS

One may go through a lot of special preparations such as steaming clams in a hole dug in the ground, stones put in the fire to be heated, fire raked out and clams put in along with other food as corn, potatoes and fish. Sea weed is often used in the steaming when the pit is built but we like our method.

Place the clams in a kettle (one that is not galvanized and would corrode), add an inch or two of water, cover and heat. It takes but a few minutes (10 to 15 minutes). DO NOT OVERCOOK! Over cooking tends to toughen and make the clams rubbery.

Clams are ready to eat and remove from the shell when they open from the steam in the kettle. Clams are a meal in themselves as they are rich with a flavor all of their own. Dipped in lemon butter (half butter and half lemon and lime juice) or a favorite sauce of your choice (see below) and with chips or crackers they are delectable. Not only are they enjoyed by dipping but put in salads and chowder.

SAUCE

1 1/4 cups of mayonnaise
1/4 cup chopped sour pickles
1/4 cup chopped capers, drained
2 tablespoons chopped arseley, chives or fresh tarragon
1/2 teaspoon anchovy paste
Combine all the ingredients and serve cold with shell fish and fish.

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SURFSIDE COMMENTS

was by using a race horse retrieve and skittering the lure along the surface. Well, this is probably true most of the time, especially when trolling for Macks from a boat. I have caught a lot of Macks using this same technique, but there are times, such as this, when a slow retrieve turns the trick.

I was discussing this with Wally Blanchard who, for my money, is the best bass fisherman in this part of the country. As most of you fresh water fishermen know, Wally is a master craftsman when it comes to catching lunker bass and originated the art of catching big bass in our Western impoundments using a **slow slow** retrieve with bottom crawling lures he invented.

Wally recounted a similar experience to ours in fishing for big King Mackerel off the Texas Gulf coast. When the usual tried and true methods failed to catch any fish, he set up his regular bass casting gear and using a spoon and slow retrieve hooked into and landed several lunker Kings much to the amazement of local fishermen.

So—when the fish aren't hitting, why don't the rest of you veteran bass fishermen try some of your proven bass-gettin' methods on their saltwater cousins. Who knows, it may work out as good for you as it did for us and make a successful trip out of an otherwise dry run, since we were out to locate some hot spots in preparation for the Derby.

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Paul Colorich — Jack Cameron
Club Members

SPARK 'N SPUTTER

The hull and engine weight can usually be found from manufacturer's specifications. To this you should add your extra equipment, and then give yourself a margin of safety for equipment you will add—when the old pocketbook can afford it. If your total gross weight starts getting up around 3,500-4,000 lbs., you should have tandem wheels.

Once you have the right boat and trailer combination, then the next step is adjusting the boat to the trailer. Your boat will spend most of its life on the trailer, and a badly adjusted trailer can damage or even alter a boat's handling characteristics.

The keel should set evenly on the keel rollers, each supporting the same weight. If the boat has chine rollers, then each should support an even amount of weight. The transom support should be directly under the transom. Rollers forward of the transom can cause the hull to develop a hook.

You salt water boys, that pull your rigs to Cholla and use the launchers to put your boats in, should have skids or bunks under your boats. They give even support to the hull, and make loading easier. The loading rails are almost a must. Of all the improvements made to a boat trailer used at Cholla, the installation of loading rails is the one thing that will improve the loading ease, and save wear and tear on your temper and boat. To prove my point, spend an afternoon at the radio shack and watch the boats load. If there happens to be a little wind, it can be interesting.

The next step should be balance of weight on the tongue. Too little weight on the tongue can cause a trailer to sway or whip. About 100 lbs. per 1,000 lbs. of trailer weight on the tongue should work out about right.

If your rig is in the 2,000-lb. and over class, reduce the percentage by ½ or 50 lbs. for every 1,000 lbs.

The rest?

(It's on Page 241)

(Editor's note: We regret when we have a letter such as is printed below to show to you. However, we do feel it is important that you know that one of the members has had some troubles. The Mexican taken into custody was not a local resident, but a wanderer.)

During the last month our cottage has been broken into at Cholla Bay. An 18 yr. old Mexican was caught in the place and had been living there for 3 or 4 days. The place was entered by breaking in a window, and then he broke into the trailer through another window. Every drawer and closet and shelf in the trailer were dumped on the floor and walked over. Several cans of food were opened, some he ate and some were left at the sink opened. As it was 3 weeks later before we could get down, it sure was a stinking mess when we got there. That wasn't so bad as that could be cleaned and scrubbed, but he took a can of spray enamel and sprayed every window in the place with dirty Mexican words which had to be scraped with a razor blade. He also used the garage as a toilet, broke a good fishing rod in two, had 3 boxes of fishing gear packed ready to take with 1 rod and reel. To the boat, he cut the mike off the radio, smashed the compass and completely demolished the barometer after which he cut the stop lite wires off the boat trailer and cut several wires under the engine in the boat. This was the damage we could see and will have to wait to check later on for other damages.

Yesterday we got word that someone had broken into our bathroom and was using it and also had turned on the water. These were people from the States that were using the trailer next to ours. Cabin 195.

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Mexican Requirements For Clearance of Pleasure Boats

Mexican Maritime authorities are reported to be continually finding themselves compelled to take action against the owners of pleasure boats which come to Mexican ports from ports in the United States without having consular clearance papers called for in Article 191 of the General Communications Law, which reads as follows:

"Article 191. Vessels coming from any foreign port which put in at a port in the Republic must come provided with the appropriate consular clearance papers, conformably with the regulations."

The State Department advises that it is the desire of the Government of Mexico that the owners of boats who wish to go to Mexico be informed that they must provide themselves with the consular clearance papers mentioned above, to be delivered at the first Mexican port, and furthermore, that in order to leave on the return trip to their places of origin, they must be cleared for navigation on the high seas at the last Mexican port of call.

The Mexican Government advises that the procedures for obtaining consular clearance papers for private pleasure boats is very simple. The only thing that must be done is for the Captain to present to the appropriate Mex-

ican Consul a list of the crew in quadruplicate. This list must contain the following data:

- Name and nationality of the vessel;
- Destination;
- Port of origin;
- Full names of Captain and each of the crew;
- Rank of duty on board the vessel;
- Age; Sex; and Nationality.

In the majority of cases the pleasure boats are relatively small, and therefore, the persons who travel on board can appear on the crew list as "seamen." The total number of the crew must be indicated and the list must be signed by the Captain and certified as correct. The consular fees for this service are 200 Mexican pesos, or US \$16.00 at the official rate of exchange of \$12.50 pesos per dollar.

When the vessels are ships of the commercial type, carrying passengers in addition to the crew, it is necessary to present to the appropriate Mexican Consul a passenger manifest in quadruplicate containing the names of the passengers, their nationality, sex, marital status, and documents proving their nationality. The consular fees for certification of the passenger manifest are 150 Mexican pesos, equivalent to US \$12.50. The commercial shipping companies are acquainted with these requirements, as well as the requirement for visas for the cargo manifests, for which consular certification is necessary only when commercial ocean shipping is concerned.

The Consulates of Mexico in the United States are able to provide information concerning the foregoing requirements to interested parties.

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FISHIN' LINES

Just before dark, we pulled in behind the protection of the largest island on the Gulf, Tiburon. We anchored in a picturesque protected cove on the northwest end and made preparations for our evening aboard. We were all excited at the prospects of fishing the cove-studded shoreline the following morning. All of us hairy he-men spent most of the evening rigging up our trolling and heavier spinning outfits, getting the outboards gassed up, and preparing the smaller boats for launching over the side. That journey from Bird Island to our anchorage at Tiburon had been proclaimed our first official day aboard, and my wife, Jessie and I had been saddled with the galley chores. I'm about the world's worst cook, but in my estimation, my wife is the best. She instructed me, quite professionally, on how to scramble thirty eggs at one time. We had a skillet that was darn near a yard across, and about four inches deep. Loading that frying pan with thirty cackleberries at one time, in a rough sea, wasn't really one of the smartest things either one of us had ever done. Before we finally got everyone fed breakfast, during the first part of that pitching journey, we had wall-to-wall scrambled eggs in the galley. For dinner that night, we barbecued chicken on our portable grillers out on the open deck. Boy, talk about livin' high on the hog.

We had taken three outboards, as I'd mentioned earlier. Bill Hammer had brought a little 14' Lonestar with a 15 h.p. Johnson, I'd brought the love of my life, the "Afrikan Queen," a 16' moulded plywood job with a 40-horse Johnson for power, and Cece

Graham had brought his 18' aluminum Smithcraft, the "C Lover," with two 30 h.p. Johnsons squatting on the stern.

Monday morning bright and early, we eagerly gathered around the fan tail as Marco, Hector, Pancho, and George, our diligent captain and crew competently huffed and puffed as they made short work of slipping our little outboards gently over the side of the Luisito and into the quiet waters of our sheltered cove.

(Next time — Venture into the Unknown Waters.)



"Si, No. 1"

* * *

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* * *

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Double Billing

SPARK 'N SPUTTER

Tires! Ever notice how many are laying along the highway on the way to Cholla? Many are not aware of the high air pressure trailer tires require. Low tire pressure will reduce the life of your trailer tires and will cause blowouts.

A few service points on your trailer tires can save you a lost trip:

1. Don't overload your tires. If you carry a big boat, and a lot of equipment, go to a larger tire or more ply.
2. Check your tire pressure when your tires are cool. Never bleed off air on a hot tire. High speed will cause heat and an increase in tire pressure; this is normal. It will lose this when the tire cools off.
3. A 4.80/4.00/8 tire with a 600-lb. load should have 45 lbs. of air. 5.70/5.00/8 should have 50 lbs. and 75 lbs. with a 900-lb. load.
 - 4.80/4.00-12 —
 - 65 lbs. with a 790-lb. load
 - 5.30/4.50-12 —
 - 55 lbs. with a 915-lb. load
 - 6.00-12-4 —
 - 40 lbs. with a 1010-lb. load
 - 6.00-12-6 —
 - 60 lbs. with a 1290-lb. load

Now for some of you guys that get a late start for the bay on a Friday night (like I do), and really have the old bus flying low and are pulling your boat, here are some speed figures on tire m.p.h.

Tire size	Car tire size	Speed of car (trailer tire speed)			
		50	60	70	80
4.80/4.00-8	670/15	88.4	100.1	116.8	133.5
5.70/5.00-8	670/15	70.3	84.4	98.4	112.4
4.80/4.00-12	670/15	64.5	77.4	90.3	103.2
6.90/6.00-12	670/15	55.8	67.0	78.2	89.3

As you can see the larger the trailer, the slower speed to trailer.

Successful tire maintenance consists of load capacities, air pressure, and reasonable speed.

Good trailer maintenance should be load capacities, checking it over for loose bolts, cracks at welded joints, and packing your wheel bearings. **DO THIS AFTER YOUR FISHING**, not before, since you don't want to let the bearings set with water in them.

Give the old winch and cable the once over and give it a little oil, and if your trailer has grease fittings on the springs, get your money's worth — grease them.

Last — but not least — don't forget to lock the trailer hitch down on the trailer ball.



Cholla Bay Sportsmen's Club Phoenix Chapter

The April Board meeting of the Cholla Bay Sportsman's Club was called to order by President Lyle Rogers, in the Aristate Realty office at 2201 E. Thomas Road. Those present were: Harold Johnson, Bill Sanderson, Bob Taylor, Wes Douglas, J. L. Wilkerson, John Herrscher, Mel Jarvis, Dick Gardner and Dick Miller. The Minutes of the last meeting were read by the Secretary and approved as read.

Ron Joy had a couple of car plates for the Club to consider. He was given a Club Emblem to see how it could be used on the plates. Wes Douglas suggested that we check with a club member and see what his cost on a package deal would be.

Mel Jarvis, Chairman of the Committee for Association, reported on the meeting with the Mexican officials and what had been accomplished for the Association in Mexico. He read a letter that the Port Captain had sent to Mexico City asking permission for the Club to hold the annual fishing Derby this year, as well as the letter of intent for the Association.

Dick Gardner gave a report from the Water Sports Council on the Boat taxation, which was very informative.

Dick Miller, Chairman of Search and Rescue Committee, mentioned that the committee had been invited to give the Tucson Chapter a briefing on Air and Water rescue at their regular meeting April 12th in Tucson. Slim Wilkerson made a motion that the Phoenix Chapter buy two drums of aviation gas for the Search and Rescue Team. Mel Jarvis seconded the motion. Motion carried.

Bob Taylor made a motion to appoint a committee to talk to some of the owners at the Bay to see what

could be done about the Radio Shack. Wes Douglas seconded the motion; motion carried. A committee was selected.

Toska Esenwein, Assistant Editor of the Chatter, mentioned that the April Issue would be minus the Tide Charts, but they would be obtained as soon as possible. All ads must be in by April 16th for the Derby issue.

Bob Taylor made a motion that Patty Perez be paid 50c for all the new members she signs up. Harold Johnson seconded the motion. Motion carried. Wes Douglas made a motion that we pay the bills; motion was seconded and carried.

Mel Jarvis reported 382 members as of April 5th. Wes Douglas made a motion that the membership chairman be instructed to use the best possible manner to notify the delinquent members. Bob Taylor seconded the motion; motion carried. Slim Wilkerson donated some post cards to the Phoenix Chapter for its use.

Mel Jarvis made a motion that all the Board meetings be held at this same location with the Esenwein's permission. Permission was granted; motion was seconded and carried.

Slim Wilkerson made a motion that the meeting be adjourned. Bob Taylor seconded the motion. The meeting was adjourned at 10:30 p.m. for refreshments.

Respectfully submitted,
Beulah Miller,
Secretary



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EDITOR

LOTSALUCKCHOLLABAYERSATTHEDERBY

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FULL MOON



MAY 5

Puerto Penasco Tide Chart

Submitted by Dr. J. Brian Matthews
University of Arizona, Tucson, Arizona

NEW MOON



MAY 20

Mathematical calculations on tide charts were not complete at
deadline!

Mimeograph copies are expected to be made available for members
at your regular May Meeting.

SEE YOU THERE !

— YE EDITORS
