



Volume 4, No. 4

June, 1961

Insurance

Shirley I. Bishop

For many years I have been aware of the high cost of premiums on boats, liability and, in general, what it cost me as a boat owner to insure myself. I believe this was brought to an acme when I talked to one of the men (who stayed for the Davis rescue mission) and his comment to me was: "It seems something could be done in line of insurance for greater protection for all of our members in conjunction with support from the Club".

I contacted one of our insurance advertisers in the Chatter and over a period of months we have come up with the following plan to submit to you for your consideration.

First, we would have to raise our membership dues from \$3.00 per year to \$5.00, but you would get in addition to our present setup, the following:

\$2,500.00 accidental death benefit—payable to the club member's beneficiary. Plus additional dismemberment clause, such as the loss of a limb, etc. in a boating accident.

\$2,500.00 payable to the Club

What would the club gain? As far as we are concerned, we would "build up" a rescue fund which could be used specifically for rescues. It would be nice if we thought that we wouldn't have to use a rescue fund at all, but let's face it, this year we have lost two members, last year we lost three, and, of course, we are only in the beginning of 1961. Then, there is the gruesome thought of what does 1962

have to offer? The Mexican Officials are most unhappy with our ability to "kill ourselves." If we don't take necessary precautions to protect them they are going to do something about it. This could encompass anything, remember, they even have the privilege of saying "STAY OUT." Let's never forget—we are in their country.

At the last Board of Directors meeting the support was favorable in protecting ourselves against liability for our base radio station, club house, beer, soft drinks, sandwiches and the tractor and grader (this dern thing could run over anything or anybody, ya, no!), our derbies and sundry Club activities.

The limits are \$5,000. and \$10,000. U.S. Dollars for bodily injury and \$10,000. property damage. Cost to us of \$75.00 per year for the Mexican Policy only, and \$50.00 per year for an American policy for \$100/300,000. bodily injury liability and \$25,000. property damage. The adjustor for the Mexican policy at this time is Captain Bonilla, present Captain of the Port at Rocky Point.

While we are on the subject of liability in Mexico, there are a couple of

(Continued on page 5)

Base Radio Call	Call and Frequencies
Call	Cholla Base Radio
Calling Freq.	2182 Calling & Emergency
Working Freq.	2638 Ship to Base
	2738 Ship to Ship
	2715 Mexican Fishing Boats
	2782 Ship to Ship

Cholla Chatter

(Official Publication of the Cholla Bay Sportsmen Club)

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PREXY SPEAKS

"Yours Truly" bought a radio about a month ago, now I'm too dammed poor to go fishing. Guess I should have gotten it on the credit plan. The way I feel though is that the base station at Cholla is only half of the radio system. The other half is the radio in our boats. You can scream "May Day" all day long but Heaven is the only place I know of that can tune in on your plea if you don't have a radio. Many people gave fine donations to make the base station a reality—now let's finish the job. No fooling, there is a real satisfaction in being in contact with shore and other boats.

In case you haven't noticed, the road by the cross at the bay no longer grabs at propellers, mufflers and tail pipes like it did, thanks to the combined effort of both Tucson and Phoenix. A big thanks also to Mrs. Hayden of Hayden Sales Company for the loan of a large air compressor and Jack hammers, which made the job a lot easier. Frank Lopez and his boys did the fine job.

Don't forget to stop in the club room next time you are down either. The grand opening was the week end of the 20th. See you there!



Phoenix Club

The April 4th meeting of the Board of Directors was held at the home of Ken Johnson. President Ed Smith made the announcement that Walter Shanahan had been appointed to serve on the Board of Directors for Phoenix, taking the place of Roy Davis, recently deceased.

Again the Radio Base Station at Cholla Bay was brought up for discussion. Under the existing condition, with the radio located at Nacho's Store and no one to operate it, Club members cannot realize any benefits from this base station and therefore radios on their boats are of little use. This appalling situation was brought out in the light abruptly during the Derby this year, when tragedy hit home among our Club members and everyone had to face the blunt truth that Search and Safety is the most important of all projects for Cholla Bay—not next year, not tomorrow—but right now. The Board of Directors of the Cholla Bay Sportsmen's Club of Phoenix go on record as endorsing a Safety program of educating fishermen in all methods of safety for themselves, their passengers and their boats and Past President Bill Blair was asked to contact Lyle Underdown and ask for his cooperation in organizing programs on Safety Education for Fishermen. All Board members also agreed that present facilities be put to use and first and foremost our Base Station Radio must be moved to some good location where it

(Continued on page 7)

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Phoenix

Notice

Don't Work With Out A Permit

I am writing this article to try and help you if you plan to do any work at Cholla on your cabin, trailer, stabs, toilets or anything.

They have a new immigration man at Rocky Point and I assure you he is tough. He has been very hard on fellows he caught even for picking up a piece of pipe and handing it to a workman on the roof.

So be sure and get a working permit for yourself personally, before you do anything but breathe. This situation may improve in the near future but it is very bad now. Several people have been fined ridiculous amounts in the past few months.

We and the officials of Rocky Point are doing our best to straighten this out.

Please if you want to work get a permit from the immigration man before you start.

Bill Blair

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The Radio Shack

By Don Gehon

THE RADIO IS OPERATING AND IS "ON THE AIR" The last time that I was down to the Bay, May 6-7, we finally got the set a crackling over the air waves. I talked with a couple of boats that reported to be about 20 miles out, and also had Mrs. Shanhan call and talk, in Spanish of course, to the station at Rocky Point. According to these indications our signal is getting out and is being understood.

This we have accomplished, Moved the radio and antenna to new location. Built and finished large table-bench for the radio set, batteries, power supply, etc. Trimmed and tuned antenna to the set, cleaned & oiled relays, etc. and put the Transmitter on the air. All this with the help of a large number of the members of the club, whom I wish to thank personally. Now our next step is to improve the antenna system so we can blast the ears off of San Diego or San Pedro.

Don't forget, when you're down to the Bay to drop in to the club room and "LOOK BUT DON'T TOUCH" . .

If there are any Questions that you have in regards to the radio or communications come in phone, or mail them to me at the address below and I will try to answer them in the Chatter so every one else will benefit also.

DON GEHON 2101 East Indian School Phoenix 16, Arizona AM 5-2955

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by Bill Valentine

(Continued from May)

You know, good people, before that little ride was over with, I got more knowledge, and acquired more common sense in four hours than I had previously learned in 38 years. Sure as hell, about 5 a.m. the wind started calming, so Sterl and I walked on out to the Queen, loaded down with gas cans, sleeping bags.

In five short minutes, what had been an uncomfortable ordeal, turned into one of the most frightening and dangerous predicaments I had ever let myself be caught in.

Where before there had just been a nasty chop, we were now assaulted by monstrous 15 foot breaking, roaring waves, so close together that there was absolutely no chance to turn the Queen around without having one of those breakers catch us sideways and come right on in. The wind was so fierce, that Sterl

moved to the stern with me so we could shout advice to each other. As those rollers broke, the wind would whip the tops of them in a blinding sheet of stinging spray that stretched across the trough to the back of the preceding monstrous wave ahead. I would gun the motor down the trough till one of those babies was just about to gather us in, then swing that lovin' little old scow right up and over into the next deep valley, to repeat the whole nerve-racking ordeal over again. It took us a flat four hours to make ground. Needless to say we both had life jackets on, and when we finally pulled in to the blessed island, I kept mine on for a good hour before I was finally convinced we were finally out of it.

Common sense should have kept us ashore on Kino in the first place, where, sure as hell, the next day the wind quit altogether. Experience, I think honestly, is what kept me from trying to turn the Queen back toward shore and without a doubt, swamping. But, as sure as I'm writing this, luck, just blind, non-deserved luck got us thru. I'm sure old Sterl would agree. What if that motor had just faltered for an instant, as we would turn bow into those ugly wet rollers—I shudder to think about it.

The lessons I learned on that longest four hours of my life, I'd sure like to pass on for what they're worth. Most important, don't try and second guess mother

nature, she'll sure cut you down, if you have a life jacket on, for gosh sakes have it close enough to where you can grab it if you have to, because any trip away from the beaten path, make dam sure your motor is OK. Under ALL conditions, if you do have an accident, and you flounder or your boat swamps, *stay with it*—obviously, not if it sinks completely, but, nine out of ten times, whenever a tragedy strikes, a boat, even barely awash, is always found first. A few instances, this does not hold true, but the majority of the time, this is so. Secure a rope, somewhere close to your deck, or gunnel that, if you have to, you can lash yourself to it. Remember this, no man is infallible, and no matter how competent a skipper you suppose yourself to be, don't tempt fate—you only have to come out second best one time.

We'll talk about fishing again next issue.—GOOD LUCK TO YOU!

INSURANCE—(Continued from page 1) things that I would like to point out to you. Many of our members are erroneously stating that our immunity to the Mexican Laws is the greatest. I've got news for you. After conferring with four attorneys I think you should know that anything you do in Mexico is subject to your individual liability and also the Club's. What's to stop any Mexican from coming to Arizona and instituting suit against

you? Along with the fact that this he can very readily do in Mexico.

Any accident occurring in Mexico is a criminal offense. Therefore: The Mexican Labor Laws limit the amount of recovery to 25 pesos per day for 1,095 days, or a maximum of \$2,190.00 U.S. Dollars. I find it very interesting that in Mexico we are GUILTY until proven innocent—this is the reverse of our U.S. Laws. Incidentally, there is another cute provision, you get a free trip to the nearest jail and are held until bail in the amount sufficient to pay the damages is provided. American insurance companies are not recognized in Mexico, which is the main reason why we need a Mexican insurance policy.

COME TO OUR MEETING—we will discuss insurance, and the advertiser that has presented me with the foregoing information will be present.

We are not bound in any respect to go along with this insurance agent. This is open to ANY and ALL insurance agents that feel they want to make an offer. So come one and all, ye insurance men, with your proposals, and if the members approve, we will accept something to protect ourselves.

COME TO THE MEETING—EVERYONE—We need your ideas—YOU are the Cholla Bay Sportsmen's Club. Tuesday, June 13 - 8 P.M. Goettl Bros. 2005 E. Indian School.

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Shell Hounds

The Shell Hounds, as I refer to the group of people interested in shell collecting and study, myself included, are having themselves a wonderful time. The first informal get-together was completely unorganized and started originally with an invitation to anyone interested to come to my home and look over the shells that I have in my collection, native to the Gulf of California and as far south as Panama. For a while it seemed as if there would not be room for them all and, as it was, some just sat on the floor.

The invitation by Mrs. Paul Skoglund that the group come to her home, added more enthusiasts. Thursday has been chosen as the best evening for this get-together. Mr. and Mrs. Cliff Dendinger of 1337 E. Coronado extended an invitation to anyone interested in shells to come to their home and look over their collection before they took off again in their traveling trailer to see as many parts of the States and Canada as they can get to as they have been doing the past two years. Thursday evening, April 18th, their home also was the scene of men and women milling around, looking and talking and viewing color slides of the many areas in Mexico that the Dendingers have visited.

The Shell Hounds are an informal group that meets for the discussion of shells, where found, how, etc., and pass on to each other all information they can offer. Everyone is invited. Anyone interested, call Mrs. K. J. Johnson, CR 4-3027 or drop me a note 3340 E. Thomas, Phoenix, or Mrs. Paul Skoglund, 3846 E. Highland Ave., Phoenix, CR 4-3491. Men—please join our group also if you are interested in the hobby of Shell Collecting.

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Echo Mountain

By Al Scott

It might be well for all to know and all to remember that Cholla Bay Mountain carries and echoes one's voice very well. If this were not so, perhaps the Gulf of California would by now have five more lives to mark on its slate.

Perhaps, as one has said, "Lady Luck" makes the mountain at Cholla Bay echo one's voice." But, it isn't "luck" that Alberto Lizarrage, Manuel Cardenas, Frank Lopez, and Pedro Zalazar are always on the alert for people in trouble.

These four friends of ours at Cholla Bay have saved five people from drowning since our March derby. Alberto tells us the story. "There were two men with too much to drink, a ten foot aluminum boat, a fifteen horsepower motor, and water that was fairly calm. The drink had given them the power to cut up a bit. After they got around Pelican Point, a mile or more perhaps, one of the guys said to the other, 'I'll show you how this baby will turn.' And it did—over. Then 'Lady Luck' with her 'Echo Mountain' took over. Their screams for help were heard and we got to them with only a few seconds to spare. They were very cold and wet as we put them on shore. One of the men "hightailed it" to the bar and said, 'Fix me a tall one! I almost got it that time!'"

Another boat with three men aboard is almost a repeat of the first story. They were sure their boat would take anything the Gulf had to offer. They found out the hard way that it would not. Again, they proved it can happen to anyone. These three used "Echo Mountain" also, and our friends got them just in time. The three have sold out. They say they will never return!

Who's next???????????

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Joe and Rita Longacre

SPLINTERS—(Continued from page 2)
can be operated reliably as a safety factor for everyone out at sea. Walter Shanahan, Lyle Underdown and Dave Crane were appointed to serve as members of the Safety, Search and Rescue Committee for the Phoenix Chapter, to start working immediately on this program.

At the April 18th meeting, President Smith reported that the radio antenna had been installed on the roof of the new club rooms at the bay, that the base radio had been brought to Phoenix by Don Gehon for thorough check up so that it was be in good working order. Arrangements were made at the meeting for the securing of necessary spare tubes and additional crystals for more frequencies as needed. At this writing the radio has been returned to the Bay and Don has it transmitting and receiving clearly. This radio is now installed at its permanent location in the Club Room in charge of Mr. and Mrs. Lloyd Shanhan.

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Seamanship and Safety Education will play an important part in future Club program meetings and Paul Schoonover has been appointed to secure qualified people to talk to the group.

The most important discussion at the May 16th meeting was that of incorporating the Cholla Bay Sportsmen's Club. Shirley Bishop presented Board Members with copies in the rough of the Articles of Incorporation for their consideration.

Myrt Johnson

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11-61

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There have been a number of misfortunes and near mishaps at Cholla Bay. It has come to the point where we either have to try and be more safety conscious and work out a method of speeding rescues or we can face supervision and regulations by authorities and this could prove to be more inconvenient and costly than our helping ourselves. Now you all know of the work being done from the safety standpoint. In line with speeding up rescue work, a "check-up" card seems the answer.

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Let's Tip Our Hats

TO our advertising manager, Jack Schmidt, for the ads that he has secured. I'm sure that it is obvious to all of you that we now have enough ads to pay for the chatter—. I believe that Jack gets full credit for being the first advertising manager that has accomplished this. Our bank account thanks you, Jack.

TO Wayne DeVore our Tucson President. Honest Wayne, I didn't realize that the letter you wrote last month was supposed to be material for your Tucson section and after answering it I passed it on down the line. Please Tucson people, don't klobber this poor little guy, I'm guilty. How's about starting on your July articles now?

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