



Volume 9, Number 6

June, 1966

FISHING DERBY PRIZES

GRAND PRIZE TROPHY—GROUPEL

—24½ lb. — Gary Reed, age 10, Phoenix.

1st prize — Grouper — 13½ lb. — Vern Herrscher, Phoenix.

2nd prize — Grouper — 10½ lb. — W. Lord, Phoenix.

3rd prize — Grouper — 9 lb. — Bob Taylor, Phoenix.

PINTO CLASS —

1st prize — 4 lb. — Steve Losey, Tucson.

2nd prize — 3 lb. — Vern Herrscher, Phoenix.

3rd prize — 1 lb. 5 oz. — Walt Murray, Tempe.

SEA BASS CLASS — None caught.

SEA TROUT CLASS —

1st prize — 4 lb. 5 oz. — George Fisher, Tucson.

2nd prize — 3 lb. 6½ oz. — Bob Taylor, Phoenix.

3rd prize — 2 lb. 7 oz. — J. C. Barnes, Blythe, Calif.

POMPANO CLASS — (3-way tie for 1st place) —

1st prize — 8 oz. — Richard Manning, Phoenix; 8 oz. — Gene Henry, Phoenix; 8 oz. — T. Nussbaum, Tucson.

YELLOW FIN CLASS — none caught. (Since there were no sea bass or yellow fin caught, the plate on the award will be changed for pompano winners.)

MACKEREL CLASS — 1 lb. 6¾ oz. — Gene Henry, Phoenix.

2nd prize — 1 lb. 1½ oz. — Ferd Esenwein, Phoenix.

3rd prize — 15½ oz. — Stan Hoover, Phoenix.

CHILD'S AWARD — Gary Reed, Phoenix (the grand prize trophy winner).

TEAM AWARD — Total 20 lb. 8½ oz. — Bob and Alice Taylor, Phoenix.

UNCLASSIFIED AND ODD BALL AWARD — Guitar Fish — David Kemp, Tucson.



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

Cholla Chatter

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

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By Mel Jarvis

Many boaters seem to have the wrong idea just how a propeller works, or how important it is to your engine and boat and its performances.

I'm sure some boaters would be very surprised at the improved performance of their boat if they were to put on a new propeller or change to a different pitch or size than what they have been using.

I've tuned engines and handed the owner a 30 or 40 dollar bill, but if I tell him he needs a propeller to replace the one on his engine that he's used to reshape the lake bottom with, he just won't go for it. Usually he tells me he'll fix it up. Yep! With his little old hammer and file, he'll get it more out of pitch than it was and make one or two of the blades a little shorter than the other. This really gives the seals and gears a good work out.

It's not hard to get the top half of the engine to run good, but to get good performance with a good running engine, with a bad propeller, is impossible.

To really understand the propeller and how it works, such as turning effort loss, slip-pitch ratio, propulsion efficiency, you would have to take a course in engineering and still do a lot of guessing as to the just right propeller any one boat should use.

No week-end boater or Cholla Bay fisherman is interested in all this. He just wants a rig to get up and go. So, let's go in to that.

(Continued on Page 7)

Remember the Old Sport on
Father's Day !!!

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J. P. KARAM

A Time of Sorrow

IN MEMORIAM of Mrs. Mabel R. Stump, Ray Keltner and Jay D. Snow, we dedicate this issue. It is extremely hard for any one of us to begin to realize the loss to the club of these three fine people with whom we had so much in common.

MABEL R. STUMP

Mrs. Mabel R. Stump, wife of Dr. Robert H. Stump, died in her summer home at Lake Montezuma. In Sun City, she resided at 10833 Oakmont Drive.

Mrs. Stump was in the Club almost from the beginning. She was on the Board of Directors in 1958. She has helped in many club projects, and was greatly respected by all who knew her. She was genuinely interested in the club and never tired of hearing of present activities.

* * *

Our sympathies are extended to the families of these fine people. We are at a loss to describe our sorrow to their families, and were there a way to ease their grief we would not hesitate to do so. They have "Crossed the Bar."

"CROSSING THE BAR"

Sunset and evening star,
And one clear call for me,
And may there be no moaning of the bar,
When I put out to sea.

But such a tide as moving seems asleep,
Too full for sound and foam,
When that which drew from out the boundless deep
Turns again home.

Twilight and even bell,
And after that the dark!
And may there be no sadness of farewell,
When I embark.

JAY D. SNOW

Jay D. Snow of Casa Grande died in Hoemako Hospital. Mr. Snow was not a member of the Club, but his services for the club were appreciated. He was a co-owner of Snow's Inn at Casa Grande, and was very generous in allowing the CBSC Council to hold their meetings in one of his banquet rooms, and saw to it that they were well taken care of in service and needs. We know that the Club will always be a little more organized because of Mr. Snow's generosity.

* * *

RAY KELTNER

Ray Keltner is another long time member who has passed on. He was a contractor in Phoenix, and well liked by all. Until just recently, Mr. Keltner had a cabin and boat at Cholla Bay. His friends and neighbors in the club will be grieved at his absence from Cholla.

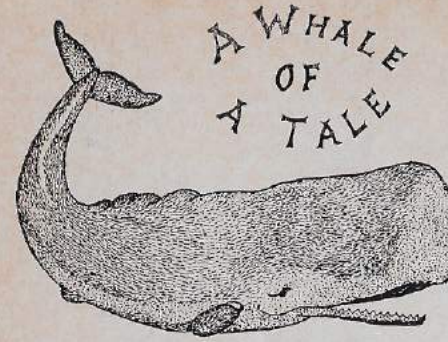


For tho' from out our bourne of time
and place

The flood may bear me far,
I hope to see my Pilot face t face,
When I have crossed the bar.

—Alfred Tennyson

A moment of silence
Which is so rare,
Is all one needs
To say a prayer.



As told by John Carroll
to Verna Conlisk

Many of us have had the desire to make the trip from Guaymas to La Paz by boat and possibly some of you have. However, here is a trip over the same course that makes quite a whale of a tale.

John Carroll, who had assembled his 22' Caribbean Cruiser from the Luger Boat Kit and aptly named her "Glad About," made this trip at his convenience, but apparently not at the convenience of the waves of the Gulf of California. Here is his story:

"For several years, I had wanted to go over to La Paz by boat, but with my business there is only a short time once in a while that I can get away. In this particular case, I had ten days only, so after weeks of frantic preparation, including the installation of ship to shore radio telephone, we finally set sail on April 14th with the deadline for our return of April 24th.

We launched at San Carlos Bay and to get the "Glad About" and ourselves used to the gulf, we took a 20 mile cruise to Guaymas and visited with some old friends, namely Joe Soto & Associates, and came back well pleased with the performance of the "Glad About." The weather was perfect and having no official information as to weather prediction, we decided to set sail in the morning.

Promptly at 5:00 a.m. on Saturday, we cranked up and started our trek to Santa Rosealia, Baja, California. The minute we got out of the harbor, we realized the waves were a little rough, but being novices at crossing the Gulf,

we though it might quiet down after we got to sea. After an hour and approximately 12 miles out, taking spray and occasionally solid water clear over the cabin, we had to throttle back to about 8 knots. Another hour and about 18 miles out came the question — Were we chicken or not? Our decision was to hold course.

Up to this time there had been a mild Northeast wind at maybe 10 miles an hour, and that wind gradually increased to 20 miles per hour and changed the waves from 6 or 8 feet to approximately 12 to 14 feet, and we were taking solid water over the fore-deck and sometimes over the cabin. All of this meant we had to throttle back to about 6 knots. About 4 hours of this and we picked up Tortuga Island dead ahead, showing that we had been off course about 3 degrees. We changed course to pass Tortuga on the port side and in the lee of the island there was a little calm water for about 45 minutes — then weather again. By this time we were thoroughly accustomed to the pitching of the boat, and "Glad About" had shown she was a real lady and a sea worthy ship.

Another hour of rough going brought us in sight of the Three Sisters, and we knew we were within reasonable range of our destination. Two hours later and we were safely in port, making the crossing in approximately 8½ hours of really heavy going.

(Continued on Page 6)

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MEL SEZ***

HANG ONTO THE OLD MEMBERS
HOOK ONTO SOME NEW ONES—
SOUTH OF THE BORDER
DOWN MEXICO WAY***

WHALE OF A TALE

We got out and walked around town for a while, came back to the ship, had dinner and then tried to raise someone on the radio telephone—anyone!!! We finally raised 'Whiskey Charlie' in Guaymas and arranged for a regular communications check schedule. I had tried to reach San Diego for radio check and got Galveston, Texas, but not San Diego. The Port Captain of Santa Rosalia, who is a radio man, was kind enough to check us out on the working frequencies so we knew we were getting out, but no answer!

Early Sunday morning after breakfast, we decided to go to Mulege, about 45 miles south of Santa Rosalia. I turned the key and got a CLUNK—Oh! Oh!—dead battery. Inspection showed a bad head gasket with a cylinder full of water. What to do? After taking the head off, Glenton Syks, my companion, said he knew a dentist in town who we might get some information from. We told Dr. MacKinnon our trouble and he knew of a mechanic we could get on Monday. So we wait. The mechanic did his job very well, and by 11:15 a.m. we were on our way down the coast to Mulege. We were partly sheltered by San Marcos Island and stayed about 20 miles off shore to the East, but the water was still rough enough that we had to throttle back to about 5 or 6 knots taking spray all the time. We were only out about an hour and a half when the motor started sputtering. We held our breath hoping the gasket wouldn't give away, and about 7 hours later we arrived at Mulege Harbor. This particular harbor is very tricky to get into, and we grounded but were able to get clear and go to another anchorage and pick up a guide to lead us in.

Having taken all the spare parts that one would normally need, such as: fuel pump, condenser, distributor cap, points etc. (I had points and condenser to replace), and finding no water in the cylinder, we felt secure. We spent one day in Mulege but decided there wasn't going to be enough time to do all the

things we had planned on this trip and that we better start back to Guaymas next morning.

Early Wednesday morning, we took off out of the harbor on a compass course of 26 degrees, which would land us square in the bay of San Carlos. When we got out of the bay, we hit about the same weather as the worse of what we had run into on the way over. But we still had faith that we could handle the situation. We had missed our 8:00 a.m. radio contact with 'Whiskey Charlie', but we did pick him up an hour later. He informed us that the blow was easing up in Guaymas and should be all right by afternoon. We moved our communication schedule up to every half hour going over our compass course and position just in case. (See Page 8.)

TOTAL BANKING SERVICES



GUEST FROM CHOLLA BAY

We were very honored to have a guest from Cholla Bay at the meeting of the CBSC, Phoenix Chapter, on May 10, 1966. Angel Barajas attended the meeting with Mr. and Mrs. Moyer. We enjoyed talking with him, and everyone was pleased that he was a guest at the meeting. We are always sorry that it is so far from Cholla Bay to Phoenix, since we did enjoy a visitor from the Bay. Again, WELCOME, ANGEL!!

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SPARK 'N SPUTTER

First, no one propeller will do all you ask of your boat under all conditions. If you pull skiers, you need a load propeller; if you are out for speed, you need a speed propeller or deep pitch on your propeller. Of course, boat size and horse power have to be taken into consideration.

On almost all engines, there is stamped the RPM's that the engine develops at its full horse power, such as a 75 Evinrude develops its horse power at 4500 RPM. With the wrong propeller, this engine may be turning only 35 or 4000 — or may be turning 5000. Now an engine turning under its specified RPM, when it is at full throttle, will have a short life and spend a lot of it in the shop. It will never stay in tune. An engine turning over its specified RPM's, is in danger of over rapping, and if cavitating (propeller coming out of the water), it could come unglued.

(Continued on Page 9)

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WHALE OF A TALE

By this time those 8 to 12 foot waves had grown to at least 16 foot, and we were taking solid water all the time. Both bilge pumps were running about three minutes out of every five. About 18 miles out, we passed San Marcos Island and had picked up Tortuga Island in the distance. With waves 18 to 20 foot from crest to trough, it was beginning to be unbearable for our little 22 foot cruiser. We rigged a sea anchor, just in case we might have to heave to. Then the motor started sputtering again. We had been running at reduced throttle and an indicator of 4-5 knots. There just wasn't any way to not take on water. Over our radio, on Channel 2638, we heard a 72 foot cruiser talking to Guaymas and they were staying holed up in the harbor because the weather information had stated that a sizeable norther was in process and they would not venture out—and **HERE WE WERE!**

At this point I talked to 'Whiskey Charlie' and told him I thought we would turn around. He suggested we try to make it to San Marcos and wait it out. San Marcos was really farther than going back, so I was in a quandry. I told Glenton—Son, since I am skipper of the ship and responsible for you, myself, and the boat, it is my considered opinion that we should try to get back to Mulege—and he gave me no argument.

Now reversing your direction in the type of sea we were in is no small task. The waves run in patterns of 5 or 6 getting larger and larger. Then there is a breakup or churning and this is the point that you have to turn in. As I said, no small task. We did change course, though, but by this time the motors were really sputtering, and we had the sea coming solid over the stern. We were probably down to 3 knots and really fighting to keep ourselves in position and not allow broaching. About 3½ hours later, we arrived safely back in the harbor. We at least learned one thing in making this trip—water is a strong force and you better respect it!

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SPARK 'N SPUTTER—

Most outboard shops have tachometers that they use while tuning up your engine in the test tank with factory tests props on the engine designed to allow the engine to turn just to the factory recommended RPMs and rated horse power. Now this brings up a point—the most important investment you can put on your boat would be a tachometer. Once you learn to use one, you can put on your boat would be a tachometer is the first step in preventive maintenance. It even helps me find my favorite reef—245 magnetic at 2500 RPMs for one hour running time with 85 feet of water over the reef. Of course, you have to know at what speed those RPMs will move my boat.

It takes a little testing and patience before you can get just the right propeller for your boat. Just how you use your boat will depend on what diameter and pitch you'll need. When we sell a boat, I make a wild guess and then give the buyer 2 more props, one larger and one smaller, and tell him to pick the one that does the best job for him and return the other two, unbent of course (I sell a lot of props this way).

Most of the boats that are used at Cholla are big and heavy, loaded with gas and equipment, plus the crew. This boat should be running with load props. That is, props that let the engines turn up, even when you are deep in a swell and need the power to keep her bow up and peel out. (If it has two engines, it's important that both engines have the same props. If not, one engine will be turning more RPMs than

the other and this makes for hard steering and poor performance of the boat).

It may be wise for you Cholla boys to check your propellers—you may improve your performance.

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* * * *

Thanks to All!

I wish to thank all the people who helped out with the Derby:

The women and men who helped prepare the food, cook it and serve it;

The people on the beach who helped with the ticket sales, records, fish weighing,

The people on the radio and search and rescue,

The people who helped set up the stands and remove same,

The people who helped bring the food to Cholla,

The people who helped purchase the food,

The men who cleaned the fish, and filleted them,

The boat boys for smooth boat moving,

The men who kept the fish iced down,

and to any and all who I may have missed, my thanks!

Wally Robinson
Derby Chairman

Cholla Bay Sportsmen's Club — May Meeting — Tucson Chapter

Our meeting was brought to order by Chris Tatum, President.

Minutes were read and approved.

The Treasurer's report was read and approved.

Visitors were introduced. They were Wayne Morrison, Mrs. Carroll, Mr. Williby.

Don Kemp reported that Howard Taylor has a boat ready for Search and Rescue.

Chris Tatum is planning on taking our club members through the Border in caravan style. We will meet at the "Y" and go in groups of ten, or more, people.

We are allowed to take 200 Pesos of merchandise into Mexico; this is \$16.00 U. S. money.

Visas to go into Mexico are "Gratis," but since the Border men are there for long hours and are very capable in their jobs, a little tip for their services shows your appreciation. The same applies to the car inspections.

Wally said that everything was fine and ready for the Fish Fry.

Mr. Worman said that he was out by the Sand Dunes and the Mexican officials came by and checked to see if he had a fishing license.

Mr. Carroll told us of his trip to Guaymas. The story will appear in the Chatter.

Prize donated by Craycroft Marine was won by Mr. George Fisher. It was a life jacket which I am sure he could use.

Lois Sanderson showed a film on a trip on the Colorado River. It was really enjoyed by all of us.

The meeting closed with coffee and donuts for refreshments.

Respectfully submitted,
Doris Kemp, Secretary

SORRY!
Fishin' Lines in
July issue.



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UNION OIL DONATES GAS

The Union Oil Co. has donated 4 drums of aviation gasoline to the Cholla Bay Club for the Search & Rescue Committee: 2 drums of 80-87 Octane, 2 drums of 100 Octane. We are extending the "Thanks" of the club to the men responsible, namely, Harry McKee, Terminal Superintendent, and Bob Jessup, Commercial Sales Manager. This has solved the one big problem that was facing the Search & Rescue Committee, and we are sure that the pilots are very grateful to Mr. McKee & Mr. Jessup, and now know that their planes can go up when needed. Thank you, UNION OIL CO.!

~~~~~

**Watch Your Wake**

~~~~~

ONE OF US

Every month at the Club meeting, I see the Treasurer of the Phoenix Chapter up on the stage, hear his exacting report of what's going on financially, but never once did I dream he was as versatile a builder as he is.

John Herrscher, of Herrscher Construction Co., has built, is building, and probably will build many more churches, medical and dental buildings, motels, shopping centers, stores, warehouses, mountain cabins, summer homes, restaurants, homes of all sizes and description, and he even built a race track. His neat and orderly office is conducive to thinking and planning, so it is no wonder that he does such a thorough job.

He says he takes on patio jobs, or shopping centers—it makes no difference—and puts just as much effort and care into the small jobs as the large ones.

Keep him in mind—he's a good man, does fine construction and you know he comes well recommended — from the Chatter.

Is Our Face Red!

In the Derby Issue, we made a big type goof — it's really CRAYCROFT MARINE at 1665 S. Craycroft, Tucson, Ariz. Sorry about that!

Another slight one . . . The reels sold by Tony Hall Sporting Goods are Penn.

~~~~~

Many thanks to all the boys that so willingly gave their time, to help on Search and Rescue during the Derby:

Ron Ozlanski  
Lyle Rogers  
Ferd Esenwein  
George Muench  
Gene Smith  
Wes Douglas  
Harry Swann  
Harry Capen  
Jack Schmidt  
Tom Burch  
Dan Kenney — Planes  
Dick Miller — Radio  
Mel Jarvis — Boats  
Harold Johnson



## Cholla Bay Sportsmen's Club - May Meeting - Phoenix Chapter

The May meeting of the Cholla Bay Sportsmen's Club was called to order at 8 p.m. on May 10, 1966.

The Pledge of Allegiance was led by Wayne Earley.

Minutes of the last meeting were read and approved as read.

The Treasurer's report was given by John Herrscher and approved.

Membership Chairman, Mel Jarvis, reported that we now have 459 members, 5 renewals.

Mel Jarvis submitted a check to the Treasurer for \$30 for the furniture that was donated.

Harold Johnson reported on the progress of the Derby insofar as he could.

Mel Jarvis discussed the inspection at the Border.

Mr. Bill Rogers is going to put on a Fish Fry in October for the association.

Tosks Esenwein of the Chatter reported on the delinquent Tide Charts.

Attendance was 120. Jerry Hamler won the door prize which was crimpers.

Bob Allison spoke briefly on the registration of boats.

The meeting adjourned for coffee and donuts.

Marv Avery is to show films of fishing trips after the refreshments.

Respectfully submitted,  
Beulah Miller,  
Secretary

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Mrs. Cliff Reimer, Club Member  
4459 E. 5th St. Tucson

There was a little disconcerting note to the Derby this year. It pertained to the people who did not return the pink launch slips to the Radio Shack. On Saturday night, there appeared to be four boats still out on the water. This meant that the Search & Rescue Committee had to start checking out cabins, campers, camping areas, etc., to find out if the people had come in from their fishing trips or were still out and in need of assistance. These committee people worked until 1 a.m. Sunday trying to locate all these missing (or assumed to be missing) people and boats. They located all but one boat. On Sunday morning at 5 a.m. the pilots were in the air to continue the search since their efforts the previous night seemed futile. As it turned out, the boat was in on shore but the launch permit was not turned in. It appeared to be too much bother.

By way of explanation; these launch permits are most important and must be turned in when you arrive back at the launching area. The Captain of the Port has given his permission for boats to be launched by way of these launching permits. However, should he deem it advisable, he could withdraw this privilege. If any boat launched does not have a launch permit, and should get into any kind of trouble, the Captain of the Port can levy a fine on the boat owner or operator for the violation of the Mexican law.

(Continued on Page 13)

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Besides the Mexican law being enforced, you might consider the fact that the search people are giving up their time at the Bay to assist you. Because of the launch slip incident on Sat. evening, some of these people gave up their time of rest, some gave up of the time they would have used to work on their boats or cabins, some even had tickets to a Symphony Concert in Rocky Point. So think twice and be sure these pink slips are turned in at the Radio Shack. The search people are there to help you if you are in trouble, but let's not put them to hours and hours of inconvenience when it isn't necessary.

### SPECIAL BOARD MEETING

Phoenix Chapter: May 28, 1966

A Special Board Meeting was called to order by President Lyle Rogers at Cabin 48, Cholla Bay. All board members were present. The meeting was regarding tickets for the Symphony being held at Rocky Point on Sat., May

28th at 9 p.m. Fifty tickets had been given to the Club to sell for \$2 each. The question was whether the Club should buy them or just individuals buy them. Slim Wilkerson made a motion that the Club buy the tickets for the project to improve the relations between Mexico and the Club. Wes Douglas seconded the motion. Vote for approval was by Wes Douglas, John Herrscher, Slim Wilkerson, Mel Jarvis, and Beulah Miller. Motion was carried by majority.

Mel Jarvis made a motion that the Club present to Mr. Godoy, President of the Lions Club of Rocky Point, \$100.00 for the Symphony tickets, and that the tickets be given to the people of Rocky Point that would like to go but can't afford to go. Motion was seconded by Wes Douglas. Motion carried.

Slim made a motion that the meeting be adjourned. Meeting adjourned at 5:30 p.m.

Respectfully submitted,  
Beulah Miller, Secretary

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## GO FLY A KITE!

by Mel Jarvis

The next time someone tells me this, I'm not going to be surprised, especially if it is Dan Kenney our search pilot, because that's just what we did. Not only did we fly a kite, but we played with balloons too, and if you think it's easy to blow up a 4-foot balloon on a pitching and rocking boat, try it some time. The three of us, Dan, Stan Hoover, and I took turns hanging over the side of the Lucky Lady II holding a chemical generator in the water (this produced hydrogen from sea water) to fill the balloon. It took about 10 minutes for us to start getting that old

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feeling — you know the one that makes your turn green. It was all for a good reason since the balloon and kite had an antenna wire attached, and we had a small generator on the boat sending out a signal to the search plane. This signal is the key we need to find a boat that needs help. If the plane finds a boat that is in trouble, the plane calls us on the radio and tells us to start sending out a signal. Once he gets this signal on his R.D.F. in the plane, he can tell us what course to take to get to the boat in trouble.

This equipment is at the bay and can be used by any boat and plane that understands the use of it.

There's lots of work to do on this and other projects yet. So, if you see the Lucky Lady II flying a kite or anything else, we are not in our second childhood or crazy. We are just trying to make it a little safer for the men who go down to the sea in small boats at Cholla Bay. Anyhow, it's fun!

## Send In Your Fishing Stories

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## WELCOME ABOARD PHOENIX CHAPTER

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Hank & Glenys Henry  
Charles & Josephine Marshall  
Douglas W. Stecker  
Harold & Lucille Laube  
Edward & June Jones  
Thelma Brown  
Richard & Janet Miller  
Earl & Cleo Chipley  
Winchester & Marian Richard  
R. A. Sanders  
E. A. Swagel  
Roy E. Johnson  
Cecil & Virginia Williams  
Lloyd & Beulah Wood  
Jimmy & Jerry Wood (SP)  
Lewis & Mildred Coats  
Robert Christina Coats (SP)  
Arthur & Merry Johnson  
Roger Williams  
Dr. & Mrs. Don T. Manning

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\* \* \*

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## APOLOGIES ARE IN ORDER

The following were listed in May as new members to the Tucson Chapter. They are new members of the Phoenix Chapter:

Andries & Judith Harrison  
Stan Brown  
Charles & Betty Brown  
Charles Brown (SP)  
Lloyd & Marian Perry  
Richard F. Manning  
Horace & Joyce Hitchcock

## Jack Pot Prizes

1st prize — \$140 — Ray Hanks, 2226 E. Van Buren, Phoenix, Arizona.  
2nd prize — \$70 — Jose Gonzales, Cholla Bay, Mexico.  
3rd prize — \$35 — Rose Siscoe, 5027 W. Orangewood, Phoenix, Arizona.  
(Editor's note: Mr. Hanks, the Jack-pot Winner is donating \$10 of his prize money to the Club to be used for something for the Mexican children.)

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Our thanks to Mr. Al Hall of Tony Hall's Sporting Goods for donating the fish weighing scales. The scales were well placed and were such a valuable asset to the Derby. The prize fish were weighed in and there was no strain or pain to it. We were sorry that Mr. Hall could not attend the Derby to see and use the scales he donated, but we hope he is assured that the Club appreciates it very much.

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The times given are for high tides. Low tide will follow each high  
by about 6 hrs. 15 min.  
Great Tides Occur at Full & New Moon

FULL MOON



June 3

Mathematical calculations  
on tide charts were not  
complete at deadline!

NEW MOON



June 18

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Tide charts are now being printed by:

University of Arizona Press

Tucson, Arizona

Bear with us, we shall have them shortly.

Editor