

CAWOLLA CHATTER

C. B.
S. C.

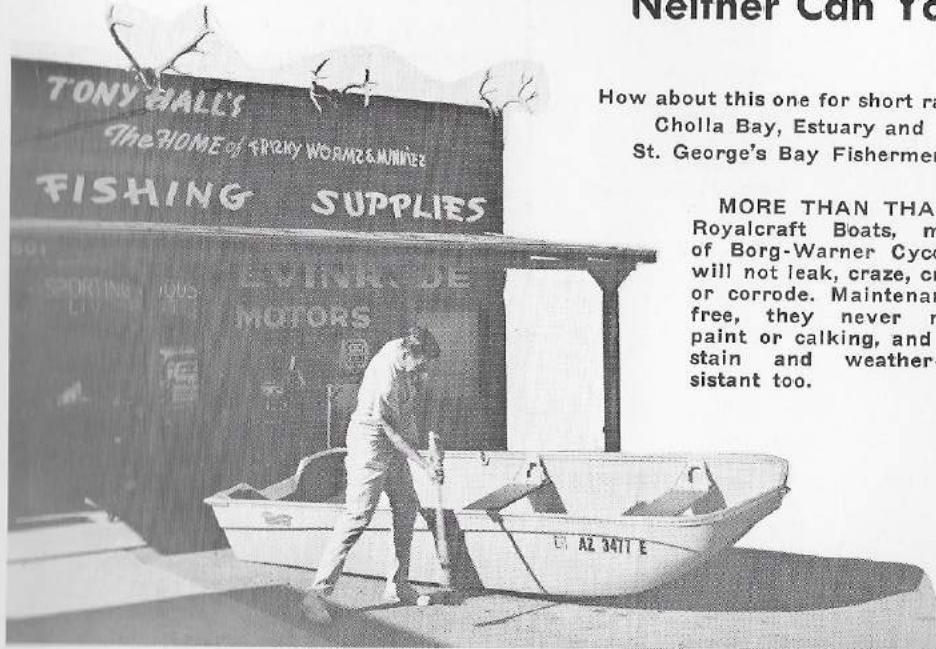
VOL. 10 - NO. 6

JUNE '67



ANNUAL DERBY ISSUE

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From the Editor's Desk

TOLLS AND CHARGES AT CHOLLA

The land from the railroad tracks to Pelican Point is private property except for the Federal Zone which extends from high tide line inland for 100 feet. Most of this land belongs to a Mexican citizen by the name of S. G. Brown.

Mr. Brown has a toll station on the road into Cholla and presently charges everyone who uses the Cholla Bay area except tenants and their guests. Unfortunately none of this money goes to the Cholla Bay Sportsmen's Club.

There is no charge to either members or non-members for using the Cholla Bay Sportsmen's Club radio facilities. The radio operator's salary is paid by the club but it is customary for those using the facilities to supplement this by leaving a contribution.

EDITOR WANTS OLD CHATTERS

The editor would like to have as complete a collection of Cholla Chatters as possible. He has the February 1961, April 1965, May 1965, and all since August 1965. Anyone with any of the missing issues to spare should either bring them to the Phoenix meeting or send them to Dr. Tom Burch, 914 W. Palm Lane, Phoenix, 85007.

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LIABILITY: Auto \$27.10; Jeep or Sand Buggy normally left in Mexico, \$7.97 additional. Boat Liability (usual size and power), \$16.47
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OFFICIAL DERBY RULES

Friday & Saturday
June 16 and 17

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

CLASSES OF FISH AND PRIZES

The Derby will be classified into ten (10) groups for rod and reel fishermen which are as follows: GROUPER, PINTO, SEA BASS, SEA TROUT, POMPAÑO, MACKEREL, YELLOW-FIN, SKIP-JACK, DOLPHIN, and SAILFISH. 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 PLAQUE 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: 1st, 2nd, and 3rd place for odd ball fish, the judge will be Dr. Tom Burch. A prize will be awarded to the lady catching the largest fish (a valid derby ticket must be in her possession).

Three prizes will be awarded the shell collectors (judging will be done by "Southwestern Malacological Society" club members).

There will be many drawing prizes using derby ticket stubs, and of course the jackpot drawings, with the money taken in being divided as follows: 1st prize 40%, 2nd prize 20%, and 3rd prize 10%.

Team awards for each day for rod and reel fishermen will be available

for 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 the 10 classes to be counted. The largest catch each day will be awarded a cash prize each day. A separate entry will be required for each day at \$1.00 per team (provided each team member has a valid Derby ticket).

RULES

1. Each contestant OVER 14 years of age must purchase a DERBY TICKET before leaving the boat landing, and each party in boat must present Derby ticket at time entry is officially weighed. The same goes for beach fishermen.
2. Boats must check out and in at the Cholla Bay boat landing each day, by closing time, 6:00 p.m. Friday and 5:00 p.m. Saturday.
3. Children 14 years of age and younger will be eligible if all other members in boat have a valid ticket.
4. One Derby ticket will cover both days - \$3.00 per person.
5. Separate team tickets will be required for Friday and Saturday. Prizes each day.
6. All fish must be taken on hook and line.
7. A ticket holder must enter only fish caught PERSONALLY.

8. Fish MUST BE checked in by CLOSING time each day.
9. Distribution of awards will be made at Fish Fry Saturday evening.
10. Winners need not be present, EXCEPT for drawing prizes.
11. Judging of largest fish will be by weight.
12. The decision of the judges shall be final.

JACKPOT TICKETS 50¢ each

MISCELLANEOUS ANNOUNCEMENTS

Search & Rescue Chairman

Please put your name and the name of your boat on your trailer - either paint it on or tag it. This will enable the Search and Rescue Team to find out who (if anyone) is missing when the boats stop coming in. (There are usually one or two fishermen who confuse the team by not turning in their launch slips when they land.) The name may also help minimize confusion and frustration of getting the right trailer when you are trying to land.

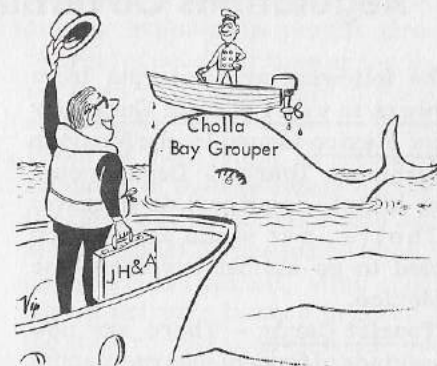
Phoenix Radio Chairman

Dick Miller has had to drop out of the club. We will miss him and hope he'll be back later. Frank Grabiec is our new Phoenix Radio Chairman. Lots of luck and let us know how we can help.

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Nice 35 ft. trailer - 2 bedroom and bath with butane refrigerator, 30'x14' patio slab, cesspool, 6 x 6 shower, 300 gallon water tank and lots of shells. Lot #17 - Cholla Bay. Price \$1,500.00

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Regulations Governing Entry Into Mexico

The following are excerpts from Answers to your Travel Questions About Mexico issued by the Mexican Government Tourism Department. Many of these do not pertain to travel to Cholla, but would apply if you wanted to go almost anywhere else in Mexico.

"Tourist Cards - There are now three kinds of free-of-charge tourist cards: (a) the 6-month single-entry card (b) the 6-month multiple-entry card (You can go back and forth as often as desired within that period, but you still must get it stamped each time and (c) a card valid for 30 days. (Most club members get the 30-day tourist card which locally is referred to as a "visa".) All may be obtained at any Mexican consulate, Mexican Government Tourism Office, or Immigration Office at the border. (Most people get their visas at the border since it only takes a few minutes to make one out and you have to stop there anyway.) Tourist cards are issued to all persons 15 years of age or more; children under 15 may be included in their parents' or guardian's card.

ATTENTION MEMBERS

Your mail can now be picked up at Cholla Bay Radio Shack. Address it as follows: (Example)

MRS. MARY DOE
c/o Club de Pescadores
Apartado No. 41
Puerto Penasco, Sonora
Mexico

Our Radio Operator will be our mailman.

"All that a U.S. citizen requires to enter and travel in Mexico as a tourist, is a tourist card. To prove U.S. citizenship, a birth certificate, a voter's registration card or other acceptable proof will suffice. (A driver's license will not do. If you don't have acceptable proof with you, a notarized statement giving your birthplace, etc. may be accepted. Naturalized citizens must carry naturalization papers or a U.S. passport.

"Mexico permits the entry of two categories of income-holders: (a) 'immigrante rentista' and (b) 'visitante rentista'... Applicants must be over 55 years of age (and to prove that they have an adequate income.) Very important. Persons who have acquired either of the above statuses, cannot engage in remunerative activities in Mexico. (Same thing applies to tourists.)

"Customs Inspection - Tourists entering Mexico may bring with them the following articles without paying custom duties:

- (a) Clothing and other articles of personal use. . . Baggage weighing 50 kilograms (110 pounds) per person, is not considered excessive for customs purposes. . .
- (b) For adults, up to 250 grams (9 ounces) of tobacco in any form, one bottle of wine of normal capacity, one quart of distilled alcoholic beverage . . . all in containers already opened for use.
- (c) Fifty books
- (d) Scientific instruments and other instruments. Tools and

equipment of travelers who are professionals, workers or artisans, as long as these effects are not excessive in amount and do not in any way constitute equipment for installation of shops, laboratories. . . or other similar establishments.

- (e) One photographic camera and 1 portable motion picture camera with 12 rolls of film for each. Frequently additional photographic equipment is permitted to enter, provided . . . it is obviously a part of his normal equipment.
- (f) Up to 12 pieces of art objects
- (g) Sporting goods which are for the traveler's use. Fishing rods and tackle require no permit.
- (h) Used toys for children who accompany travelers.
- (i) Trunks, suitcases, bags, etc.

"In addition to the above, tourists are granted duty-free importation of tents, camping cots, and household linens; kitchen utensils, folding tables and chairs, when not in quantity; and one portable radio or television set."

A very nice woman at the Phoenix office of the Mexican Tourism Department told me that, if a tourist was going to a place in Mexico where he could not purchase necessary supplies locally, he could bring them with him across the border. An example that was cited was a large picnic at Cholla where it could be anticipated that the local stores would not have enough supplies on hand. If you want to do this, I suggest that you get someone to write a letter for you in Spanish.

"Importation of Vehicles - motor-

ists must apply at the Mexican Customhouse at the border for temporary importation permit (free of charge) of equal duration as the tourist card held by the person responsible for the car while in Mexico. Proof of ownership, or a notarized affidavit of the car owner authorizing the driver to take the car to Mexico, must be presented when applying for the permit. Also required: A driver's license in force and the state registration card and plates for the current year. (This permit is not required to go to Cholla, but is, if you go to Caborca, Desemboque, Lobos, Guaymas, etc.)

"Vaccination - In keeping with a directive of the United Nations all governments require the presentation of an 'international certificate of inoculation and vaccination' available at any Public Health Service Office, but (according to the Tourism Department) facilities for vaccination are also available at all points of entry. The certificate itself should be no more than 3 years old and ready for inspection upon entering and leaving Mexico. (I've never been asked for a vaccination certificate at Sonoita, but have at some other points. You need it for entry back into the U.S. so you should have it with you.)

"Pets - A dog or cat must have a veterinarian's certificate stating it is in good health and that it has been inoculated against rabies within the past 6 months. The certificate must be visaed by a Mexican Consulate upon payment of a \$4.00 fee." (This apparently is not necessary for Cholla but you must have a valid rabies vaccination certificate to bring your pet back into the U.S.)

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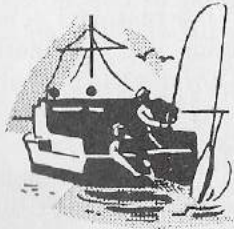
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By Mel Jarvis

With the Derby coming up and lots of good fishing, now would be a good time to start getting the boat ready for sea. I know some of you have had your rig down to Cholla and the old girl ran like a new one, but are you still running on last year's tune-up? Or just getting by on a little hit and miss part time maintenance and doing what is necessary or routine during the winter. If you are, you are sticking your neck way out.

Whatever you go to sea in - be it outboard, inboard, or inboard-outboard - there are points of maintenance that should be checked ever so often and some more often than others.

With the Derby coming up, I am sure there isn't one of you that would like spending any time on the beach working on an engine.

So what say we spend some time and put the old girl in shape for the coming Derby.

First, a few points for S/R (Search and Research): Know your engine, take the time to know the important points in engine maintenance, when to change plugs, gap them and the importance of keeping your engine clean, etc.

You would be surprised how many boaters do not understand the operation of their engine. It is a point of safety that could pay off some day.

If you have your crew picked take the time to show one of them the basic FUNDAMENTALS OF HANDLING YOUR BOAT. You never know when an emergency may come up and you are unable to take the helm.

Make sure everyone on board knows where your keys are, your emergency gear and how to use it.

Check your emergency gear, make sure it is shipshape and will do the job it is intended to do.

The following are points of maintenance that should be checked for getting your engine ready come Derby time.

Lubricate the engine and it's components but do not overdo it; a little grease goes a long way on marine engines.

Check the engine oil, if it is dirty change it, on inboards or I.O.s. On outboards check or change the lower unit grease. On I.O.s there are three places to check: Lower unit, upper gear housing and tilt gear.

Check the plugs, clean and gap or replace if burnt. On inboard and I.O.s plugs can be sandblasted if

dirty. On outboards wire brush them or replace them.

Check points and condenser.

Clean or replace fuel filter. A fuel filter is a MUST on boats that burn Mexican gas.

On V-4s Outboard, check magnetto belt condition, adjust so there is 1/4 inch give in belt with slight finger pressure.

On I.O.s and inboards belt tension should be 1/4" to 1/2".

Look propellor over, if the blade or belt are out of pitch, have it reworked. A bent propellor will in time knock out the lower unit seals.

Check all electric wiring and electric connections. Make sure battery is secured, check water and cell condition. After cleaning electric connections, coat with any good corrosion preventive.

Test run the engine (in water, please). On inboards and I.O.s check ignition timing.

Check electric gear shift and controls. Check operation of manual shift and adjust if needed.

Check steering system, adjust cable or service as needed.

Give the old gal a general look over and a pat on the transom. Yep, you are ready for sea.

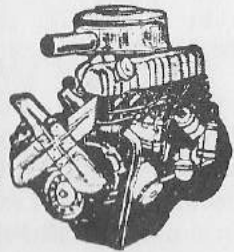
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Our Yester-Years

By Bob Taylor

Here is a thumbnail sketch of our past history for our many new members who enjoy our little Cholla Chatter, our ship-to-shore radio, our insurance, and many other items that go to help us stay together for our mutual assistance - and satisfaction.

Al Scott, our first president, had 22 members at his first official meeting. 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.

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 sailfisher. 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 masterpieces. 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 advisors, 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 flood came to the Gulf and Paul asked Marge Claver to help and she collected enough clothes to cover every child in Puerto Renasco.

Old Gabby Bill Blair, one of the greatest in our Club and as always, a good standby, 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 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.

Our club became of age in 1964. We changed the corporate structure to allow complete individual chapters with a council appointed from the members of each chapter.

The council assumed responsibility for the radio, the Chatter, the insurance, and for the appointment of a derby chairman, as well as other functions that encompassed the organization as a whole. The "Road", we had decided to "allow" the entrepreneurs of Cholla Bay to assume responsibility.

1964

Council - Bill Hammer
Phoenix - Wayne Early
Tucson - Deane Fisher

1965

Council - Wayne Early
Phoenix - Dick Gardner
Tucson - Frank McLaughlin

1966

Council - Deane Fisher
Phoenix - Lyle Rogers
Tucson - Chris Tatum

1967

Council - Lyle Rogers
Phoenix - Harold Johnson
Tucson - Bob Morris

The 1964 - 5 - 6 years ran somewhat smoothly. The usual hard

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work of getting out the Chatter became complicated with the change of editors and an attempt to have the issue printed in Puerto Peñasco. This fell with a flop due to language difficulties, however not an issue has been missed and now the control is in the very capable hands of Dr. Tom Burch.

The radio changed operators from Jesus Martinez to Ramon and Patty Perez. These two are doing a bang-up job and go out of their way to help the fisherman that might be in trouble. We are thankful to say that since our Radio started we have had no fatal accidents. At the present time in 1967 the Council is in the process of moving the radio to a trailer located next to the Fishing Inspector's checking station. This will entail a lot of work and also know-how in the location of the two aerials. Interference has been had in the past due to their present locations.

The insurance is still being handled in the same manner and is being administered by the same Insurance Committee, the one Wes Douglas. To my knowledge the Continental Casualty Co. of Chicago has never paid a claim through our group insurance. We have been lucky. The La InterAmericana, the insurance that is optional to each member, has paid numerous claims due to theft, accidents and other coverages. These incidents have increased due to growing pains and different aims of the visitor at Cholla Bay.

During Lyle Rogers' administration as President of the Phoenix Chapter an attempt was made to set up in writing an agreement with the Mexican authorities in Mexico City that govern such organizations as ours.

This agreement was passed on by the Council and selected a Mexican who would be similar to a statutory agent if it were a like arrangement in the U.S.A. This man would more or less handle our problems in Mexico and the Mexican Government would then be able to put their finger on someone when it became necessary. This Agreement has been presented, amended and is still in the process of being accepted.

As you can readily realize the officers of our three components are continually striving to make our necessary functions work. In addition to the radio, Chatter, insurance and Mexican relationship there is one more function that very quickly will become important, in fact, it may become the most important. To put it politely it is one of restricted activities. Those of you who were at Cholla Bay last Easter vacation know what is meant. Cholla Bay became something that we are sure was never anticipated back in the days when our biggest problem was the "Road". It may behoove our officers to meet this problem head on if we are to survive.

See our advertisers FIRST

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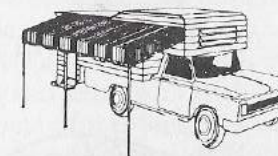
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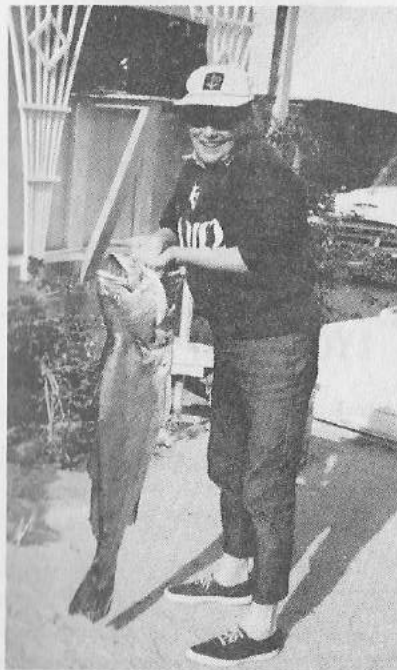
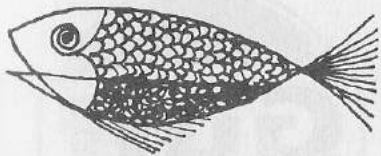
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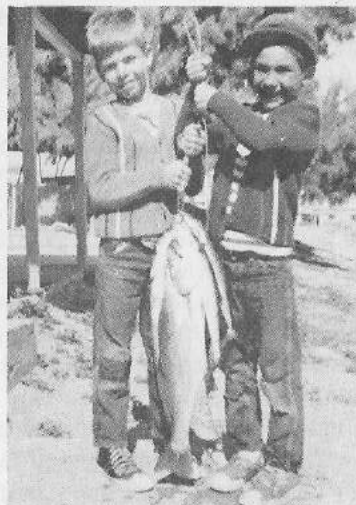
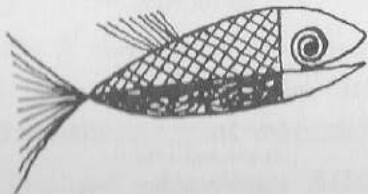
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April 26, 1967

Dear Mrs. Burch:

The Division of Fishes, U. S. National Museum, and the Smithsonian Oceanographic Sorting Center (SOSC) wish to gratefully acknowledge the fine lot of marine specimens received from you and the Cholla Bay Sportsman Club of Phoenix, Arizona. The material received comprises 154 specimens representing 16 families of fishes and one sea snake.

Fishes from the Gulf of California are poorly represented at the U. S. National Museum, so the collections sent by you and the Cholla Bay Sportsman Club will make a valuable addition to our research and reference "library" of fishes. Also, there is considerable interest in the northern distribution of sea snakes along the Pacific Coast of North America, so any specimens of sea snakes from the Gulf or coast of California would be gratefully appreciated.

H. A. Fehlmann

Dr. H. A. Fehlmann
Supervisor
Smithsonian Oceanographic
Sorting Center

Cordially yours,

Ernest A. Lachner

Dr. Ernest A. Lachner
Curator, Division of Fishes

PRIZE FOR MOST UNUSUAL FISH

The Cholla Bay Oceanographic Station is offering a stainless steel thermos bottle as a prize for the most unusual fish donated during the Derby.

Mrs. Beatrice Burch, Director of the station, sent over 150 fish to the U. S. National Museum that were caught during the 1966 Fish Derby (see letter). This year she would like to get even more and also hopes to receive a wider variety. Members and friends of the Cholla Bay Sportsmen's Club are asked to donate all fish and other marine animals

that can be spared to the Oceanographic Station. Each specimen should bear the following information:

Locality (grid #)
Date Depth How caught
Name & address of collector

Please bring the fish to Cabin #245 which is up on the hill (has chain link fence and aluminum trailer) or give it to one of the Station's associates at the weigh-in station.

Incidentally, anyone who would like to help prepare the fish for shipment to the museum should see either Dr. or Mrs. Burch either at the Club meeting or at the Bay.

An Additional Insurance Report

By Your Editor — Tom Burch

Our insurance committee gave a complete report on the Club's Group Accidental Death & Dismemberment insurance in the March issue of the Chatter.

There are many other insurance problems facing each member when the line is crossed going into the Republic of Mexico. I would like to mention a few and also outline some of the benefits that your club has made available to the membership.

The major concern of each member in Mexico is the liability exposure that is faced in the event of an accident whether it be automobile, marine, or even premises on our places at the Bay. The next concern of course is the possibility of loss of our cabins and contents by Fire, Windstorm, Burglary, etc.

On the subject of liability there are a couple of 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 thoroughly investigating the subject I find that anything you do in Mexico is 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 he can very

readily do this in Mexico.

Any accident occurring in Mexico is a criminal offense, and you are guilty until proven innocent, which is the reverse of our U.S. laws. Incidentally, there is another very interesting 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, and in a form that is acceptable by the Mexican authority that happens to be in charge at the time.

At this point I think it would be wise to inform you that even though your United States automobile policy has some limited Mexican endorsements that provide protection in Mexico, some say 10 days, some say 50 mile radius from the U.S. border, and a few are unlimited. In spite of this attempt to give some degree of

protection in Mexico the Mexican officials do not recognize United States insurance and they will not allow an adjustor from your company to come to your rescue. Yes, your company will compensate you for any loss you suffer, within their limitations, after you get yourself out of trouble. They will usually represent you if the suit is brought against you in a court in the U.S.A.

It is interesting to note that the bodily injury or death liability in Mexico is controlled by the Mexican Labor Law. The law provides a limit to the amount of recovery as a result of an accident to 1,095 days times 25 pesos per day. This amounts to about \$2,190.00 U.S. dollars. There is no limit to how much can be recovered as a result of a property damage claim.

Your club has recognized the possibility of a claim against the club and its officers and maintains a comprehensive general liability policy with one of the leading Mexican insurance companies. It provides \$5,000 one person, \$10,000 each accident for bodily injury or death and \$10,000.00 property damage. This protects the club and its officers for any legal liability that might be incurred in Mexico. It covers the premises which include the radio

base, the annual fish fry, and any other official activity in the Cholla Bay area. It also includes products liability that might be incurred if we would serve some food or refreshments during the fishing derby that could cause death or illness. Expenses such as legal fees, premiums for bonds necessary to release attachments and appeal bonds if required in any lawsuit. This provided even if the suit might be groundless, false, or fraudulent. This policy covers the club as well as any officer or director acting within the scope of his duties.

The basic policy excludes automotive or boat activity. This could be added if the occasion ever called for it. The policy is broad enough to even protect us from suits by our own members in the event they feel they have been damaged. It is necessary, however, that all suits be filed in the Mexican courts and are subject to all existing Mexican laws.

This policy does not cover the personal activity of the member. The member must provide personal liability insurance to cover any of his own actions while at the Bay.

Your club, recognizing the various liability exposures and the possibility that a member can suffer a loss to his cabin and personal effects, has



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PHOENIX, ARIZONA

made arrangements with the Mexican insurance company that carries the club liability insurance to provide insurance for any member that wants to take advantage of the favorable rates available as a group.

This is optional insurance available to members only and at a rate that is not available through any other source.

1. Mexican auto liability insurance under the master club policy. Limits of \$5,000.00 - \$10,000.00 bodily injury or death and \$10,000.00 property damage. The annual premium is \$25.00 plus fees and taxes of \$2.10. A sand buggy can be added to this for \$7.50 plus 47¢ taxes.
2. Marine liability under the club master policy with the same limits of liability as the automobile for an annual premium of \$15.00 plus \$1.47 fees and taxes. There are some size and horse power limitations on this coverage.
3. Fire and extended coverage on cabins, trailers, out-buildings and their contents can be insured for an annual premium of 1.14375% with an annual minimum premium of \$20.00. There is a policy fee of 80¢ and a tax of 5 1/2% added to the base premium.
4. For those who have the Mexican Fire insurance the Mexican company will provide burglarly insurance for the contents of cabins, trailers, etc for \$7.50 per \$1,000.00 plus an 80¢ policy fee and .028% taxes.
5. Comprehensive personal liability insurance for the premises and all personal ac-

tivity in the Cholla Bay area for \$10.00 per year plus fee and taxes. This coverage can be extended to cover throughout the Republic of Mexico for \$16.00 per year plus fee and taxes.

The company adjustor in the Puerto Peñasco area is Lalo Ibarra, the ex-Mayor of Rocky Point. He would represent you if you should have a loss. Any member desiring any of this Mexican insurance should contact the editor or the insurance chairman.

Please remember that this is just another plus feature that is available to you as a member of the Cholla Bay Sportsmen's Club. You might use it to influence some of your non-member friends to join the club.

Monitor Channel . . . 22
 Conversation 16
 Conversation 11
 Conversation 9
 Conversation 5

Citizens Band Radios

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Right on the Way to Cholla Bay

PHOENIX PREXY SPEAKS

It is nice to be back in the swing of things, and also good to know that we have such a grand bunch of fellow officers and board members that are very capable of transacting business when called upon.

By this time next month we hope to have our new radio station in operation, at least this is what we hear from our council.

As of May 1, your Phoenix Chapter has 517 members, and we are working for a membership of 600 this year. Please bring a friend to our meetings and help him become a member. This club is built on membership and we must keep the old ones and get new ones.

Your Derby this year will be held June 16 and 17. Let's make it a good safe Derby and have loads of fun. Your Derby chairman needs your help, so please sign up for some committee. It is not all work, you will be surprised at the fun you will have.

Attend your meetings and be heard. We urge you to say what you think about the club, and its functions openly. Your point may not get across to your officers if only told to your friends. This is the only way we can make our club a better one.

- Harold Johnson

PHOENIX DOOR PRIZES

- March Meeting -

Collection of hooks, plugs, etc.

Donated by Sports Center

5134 W. Glendale Ave.

Won by Dorothy Verduyssen

& Mary Rogers

- April Meeting -

"Fisherman's Friend"

Donated by Kirk's Marine

418 E. Van Buren

Won by R. H. Parker

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Club Member

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Pto. Penasco, Son., Mexico



SEA STEW

by Stella M. Lipinski

- 1 lb. large shrimp
- Boiling salted water
- 3 dried hot red chilies
- 1 bay leaf
- 2 1/2 lbs. of fish - Fillets or steak
may be used but this is where the
gill meat is used and most delicious.
- 1/2 cup flour, with 1/2 tsp. each of
garlic salt and thyme
- 2 tbsp. each of salad oil and butter
- 1 med. sized onion, sliced thinly
- 1 large can (1 lb. 13 oz.) tomatoes
- 3/4 cup each catsup, white wine or
water
- 1 small lemon thinly sliced
- 2 tsp. each of sugar and Worchester-
shire sauce
- Pepper and salt to taste

Cover shrimp with boiling salted
water, add chilies and bay leaf. Sim-
mer about 15 minutes, drain and save
the liquid. Shell and devain shrimp
and set aside.

Cut fish in large pieces, roll in
mixture of flour, garlic salt and
thyme. In a frying pan, sauté fish
in the oil and butter until well brown-
ed; place in casserole dish. Sauté
onion in the same pan until soft, a-
bout five minutes; add tomatoes, cat-
sup, wine and lemon, also the sugar
and Worchestershire sauce, salt and
pepper. Simmer, stirring after 15
minutes. Into this mixture add the

shrimp to the casserole. Cover and
bake in 350° oven for 15 minutes .
Serves 6.

Hot rice cooked in the liquid re-
served when the shrimp was cooked,
along with the stew served in bowls
makes a delectable meal.



By Gene Henry

WHAT HAS always appealed to me
most about the annual Cholla Bay
Derby is that it is an event for the
whole family to enjoy. This year's
derby should be even more a family
affair since it is set for after the
summer vacation period has begun
and prizes will be added for kids and
shell collectors.

Some might think that family par-
ticipation would hinder chances of
winning major prizes, but past
Derbies are full of family success
stories. This last year the team of
Bob and Alice Taylor pulled a major
upset by winning the team prize -
fishing from shore, too, by golly!

This should be a good year for surf
fishermen as weather conditions will
be ideal. The spring run of sea trout
and pompano will still be at its peak
and both Spanish and king mackerel
will be feeding close offshore. The
tide won't be high, but the water will
be warm enough to wade out within

casting distance of the big ones.

THERE ARE three categories in
which shore fishermen will have a
good chance of taking all or a major
part of the prizes. These are yellow-
fin, sea trout and pompano. This is
especially true of trout since they
tend to spook anytime a boat comes
within casting distance. And, when
it comes to being spooky, the yellow-
fin makes his smaller cousins look
bold. It takes a careful stalk and
long cast to entice these babies to hit
but the reward of landing one is worth
all the effort you put into it.

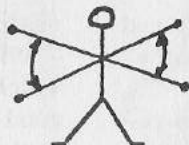
Another category in which surf
fishermen have a chance to score is
mackerel. The boat fisherman has
a definite advantage since schools of
feeding macks move rapidly from one
location to another making it diffi-
cult to keep up with them from shore .
At times like these they savagely
strike a fast trolled feather or spoon.
There are other times however, when
both Spanish and king macks move in
on a slow moving bait school close
to shore. That's when a slow jig and
flutter retrieve quickly pays off in
full stringers.

THIS DERBY should furnish the
best all around competition we have
ever had and I'm confident no small
part of that competition will come
from fishing families. Rig up a rod
and reel for Mom, son and daughter
and don't be surprised if they walk
off with a prize. Those pesky kids
of mine are always beating out the
old man and between them, George
Fisher and Bob Taylor, I'm wonder-
ing if I'll ever win that coveted yel-
lowfin trophy.

One last reminder - Be sure to
check in those fish regardless of
size. Sometimes the big ones just
aren't hitting and a 1 - 2 pound fish
will take the prize.

ATTENTION!!!!

Use this signal preceding all of the signals below.....
To be used to let pilot know you are in distress.....



Stand on high point of boat, arms extended straight out on either side, move arms up and down rapidly.



Stand facing bow, both arms extended in front of body.

Mechanical Trouble*Need Tow



Stand facing plane both arms extended above head. (Not moving)

Boat Sinking or Swamped



Stand facing plane wave both arms rapidly above head

Fire on Board*Urgent



Stand sideways to plane, move arms in swimming motion.

Man Overboard & Missing



Stand facing plane both arms folded across chest.

Illness or Death on Board



Stand facing plane place both hands over ears.

Have CB Radio-Wish to Talk to Plane

FINDING DEVIATION OF A BOAT'S COMPASS

Most methods of finding the compass deviation are based on taking bearings on objects shown on a nautical chart. I have three government charts of the upper Gulf and unfortunately landmarks shown on all three charts are not shown as occurring at the same place. There is a difference of from two to five miles on the various charts. (1' of latitude equals 1 nautical mile.)

	U.S. Navy	U.S.A. F.	Mexico
Pinacate	31° 45' N 113° 32' W	31° 46' N 113° 30' W	31° 46' N 113° 32' W
Pelican Point	31° 20.5' N 113° 41' W	31° 21' N 113° 38' W	31° 20.5' N 113° 43' W
Rocky Point	31° 17.5' N 113° 35.5' W	31° 18' N 113° 33' W	31° 17' N 113° 37.5' W

Pinacate has been moved around less than either Pelican Point or Rocky Point (possibly because of its size) and since it is approximately twenty-five miles from Cholla Bay using it for finding deviation will not introduce very much error. Preferably the boat should be anchored, but it can also be done with the boat underway, but remaining in as small an area as possible while making the observations. By observing the bearing of Pinacate on the compass as the boat heads in various directions, the deviation can be obtained for each heading for which an observation is taken, by comparison with the magnetic bearing taken from the chart.

LAUNCH PERMIT

Just a note of reminder to all members and non-members that launch their boats at Cholla Bay. According to Mexican law, it is mandatory that you check out and in with the nearest Port Captain or his agent. The Port Captain at Puerto Peñasco who controls all boating in the Cholla Bay area has designated the Club radio operator as his agent.

Be sure to check out in person by signing a launch permit at the Radio Shack and be sure to turn in the copy when you return. Please note that this applies to non-members as well as members. This also applies, if you launch your boat at Tucson Beach, Sandy Beach or elsewhere.

Also please be sure to tell the radio operator, if you are going to be out overnight - even if only at Tucson Beach or Sandy Beach. Otherwise the Search and Rescue Team will start looking for you when you don't return to the Radio Shack.

If you change your mind and decide to spend the night on one of the beaches, please send word to the Radio Shack where you are and whether you need assistance.



Ship To Shore Marine Radio

Call Letters

2182	Safety & Calling
2555	Boat to Shore
2738	Intership
2638	Intership

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Don't Miss Your Meetings!

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TUES. - JUNE 12, 1967
8:00 P.M.

Phoenix:
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2005 E. Indian School Road

Tucson:
J.C. Building
1115 E. Ft. Lowell Road

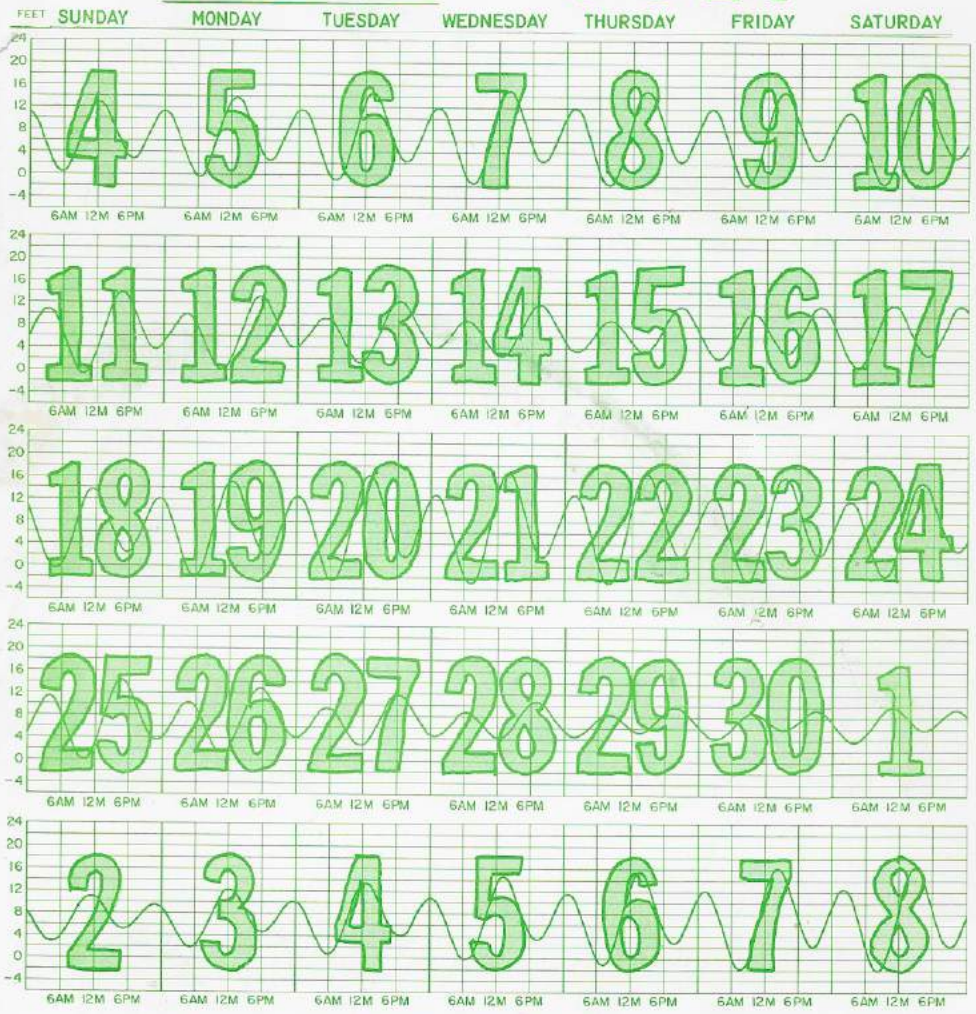
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