



# CHOLLA CHATTER

OFFICIAL PUBLICATION OF THE CHOLLA BAY SPORTSMANS CLUB

Volume 10, Number 7

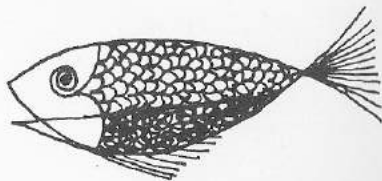
July 1967



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 \_\_\_\_\_ Witness \_\_\_\_\_ Signature of Applicant Member

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**From the Editor's Desk**

The 1967 Derby was a great success. It was a bit bouncy out on the water but a grand time was had by all. The Search and Rescue Team was busy. The Editor is a member of the Team and he no sooner got his boat off the trailer than a boat needed rescuing. His own! The steering cable snapped on his boat. Mel Jarvis, Chief of the Team, heeded the call for help and made temporary repairs that lasted through the Derby. The Editor also has the dubious distinction of rescuing the first casualty--one of his passengers got sea sick and had to be brought ashore!

We did have a sure 'nuff Search and Rescue situation though and despite search by air and sea, Mr. E. C. Whitman and crew spent Friday night on board his boat the Wee Two. (See article by Mel Jarvis.)

Quite a few fish were caught so there was plenty for the Fish Fry, also a fair number were turned in to the Choya Bay Oceanographic Station for distribution to the U. S. National Museum.

**Turn Page Please**

Front Cover: Courtesy and permission by L. C. Vought Co., P. O. Box 6071 Tucson, Arizona, Vought's Gulf Guide Series, Punta Penasco, (Rocky Point), Price \$ 1.00.

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The Fish Fry Saturday night was really fine. I sure did enjoy the food.

I don't know who to thank since it seemed there were about as many cooks as fishermen. However, Bub Allison sure deserves a lot of credit not only for the Fish Fry but for the whole Derby. Incidentally it almost looked like Harold Johnson was his shadow he was in there pitching so much.

Bub Allison, Bill Blair and the Editor worked over the Fish Weigh-in data. There were a couple of ties which had to be settled by flipping a coin and we tried to give Mrs. Parnell a prize for the Grouper her husband caught but everything went off fine with the Old Maestro Bill Blair handling the microphone. Bub was up on the stage handing out prizes and did a dandy job except that when it came to a prize for shells, he was so shook up that he only picked up part of the prize, so Bob Morris you still have something coming.

The Grand Prize was won by Dean Fisher with a 55 1/4 pound Grouper. Bob Pennington has to settle for a First Prize with a fish the same

weight. Other winners were Bob Parnell, Mrs. Parnell, Forest Cooley, Grace Cook, Bob Wendt and lots more. Unfortunately, the list of winners was lost during the festivities and my memory isn't too good.

Sorry about that.



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## Tucson Hits Radio Jackpot

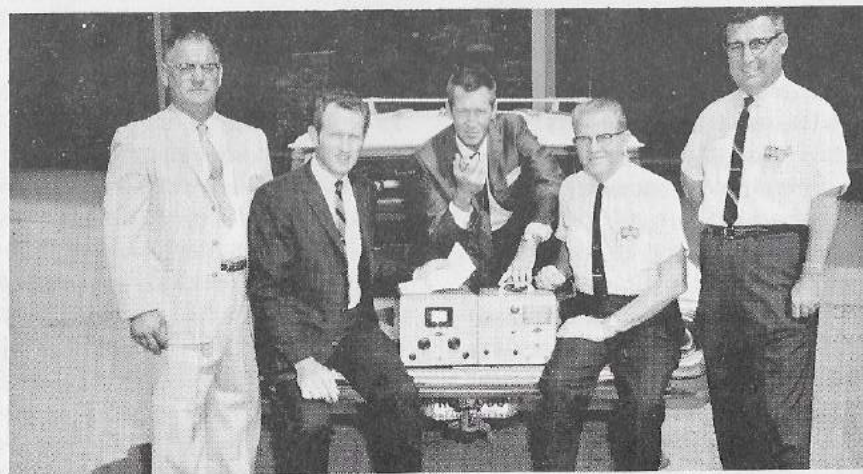
The Cholla Bay Sportsmen's Club is now the proud owner of a "Gonset" ground to air radio transmitter-receiver.

This equipment, listed as surplus, was acquired by the members of the Tucson Chapter from the Hughs Aircraft Co. The radio tranceiver has been put into operation in our new Radio Shack - trailer at the Bay. This enables contact with search and rescue operation planes in the area of Cholla Bay.

I wish to thank the Hughs Aircraft Co. and its officials and also the club members that were responsible for getting this equipment.

I am sure the club members will be able to fish a little more relaxed knowing our Search and Rescue Unit is so well-equipped.

-Bob Morris  
President, Tucson Chapter



Phil St. John, Tucson Vice President, (left to right), Bob Morris, Tucson, President, Chris Tatum, Radio Chairman, receive radio transmitter-receiver from Hughs Aircraft Company officials, Rusty Knauff and E. D. Elson

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# A Near Tragedy — Proving Again — Experience Is The Best Teacher

By Wes Douglas

It is unfortunate that it sometimes takes a tragic occurrence to open eyes to the fact that we are constantly skating on the brink of disaster.

Shortly after noon on Saturday May 27th, I received a telephone call from an insurance adjustor for the American Insurance Company carrying the automobile insurance on Bill Watson's International Carryall, Boat and Trailer. He advised that the night before Bill had a serious accident near Sonoita in Mexico. The details were rather sketchy except that he knew Bill was in jail and his buddy Jim Nesbit had been flown to Phoenix by ambulance plane and was then in the intensive care ward of St. Luke's Hospital in a critical condition.

Bill's adjustor, having had experience with such before, was very frank in stating that even though he had American insurance on the entire rig that there was nothing he could do until Bill got it all across the line back in the United States. He had been informed that Bill had Mexican Liability insurance under the Cholla Bay Sportsmen's Club master policy and asked if there was anything I could do to help out.

At this point I think I should give the verbatim accident report as turned in by Bill.

"Approximate time of accident 11:30 P.M. Accident scene is approximately eight miles east of Sonoita, Sonora, Mexico on the international highway to Gaborca, Sonora.

"Immediately upon finishing our dinner in Sonoita we pulled out on the highway going east to Caborca and from there we were planning on going south to the ocean at Desemboque.

"We stopped to ask two couples in a camper pickup if they needed help and they pulled out behind us. These people were from Goodyear Aero-

space and they knew of Jim Nesbit. They were the first people on the scene of the accident.

"We had just pulled away from these people, I don't think we were more than two blocks ahead driving east up a slight rise at approximately 35 to 40 miles per hour. We just topped over a rise onto the level when a large black cow stepped into the roadway right in front of me -- approximately 50 feet. I swerved left and missed the cow, but the boat trailer whipped wildly to the right. I tried to straighten the rig by cutting back with the trailer, but couldn't because the left front wheel dropped into a hole on the north side of the highway causing the rig to spin sideways across the pavement to the south and roll over to the right off the highway, but landing upright.

"The boat broke off the trailer, but the trailer did not completely break loose and it rolled with the care. The entire wrecked rig ended up on the right side (south) off the highway."

From this point I must give it to you the way it was given to me ver-

bally, under shock, and in complete confusion as to the proper way to proceed.

After receiving the call from Bill's adjustor giving me the report, I tried to call Jaime Jerez, the Comisario of Sonoita, who happens to be a friend of mine. After a couple of hours and being unsuccessful in trying to reach Jaime I placed a call to the United States Custom Office at Lukeville.

I explained the situation to the officer that answered and he advised that there were some people in a vehicle across the road just getting ready to cross into Mexico to pick up someone that had been in an accident the night before. I asked him to call one of them to the phone and sure enough it was Leon Moore, a friend of Bill's, who along with Bill's wife Dorothy and another friend were going to go down and help.

I was told that Bill had failed to take along his Mexican insurance policy with him, but that they had brought it down and I was able to verify that it was his current policy and in force. It was at this time that I found it had been a one car accident so there was no claim against the Mexican insurance company.

At this point let me again urge all

members to always carry your Mexican insurance policy with you when you go into Mexico. THIS IS VERY IMPORTANT!

Again I must repeat myself, as I have said in all of my articles on insurance in Mexico, an accident in Mexico is a criminal offense, even a one car accident where no one else has suffered injuries or damages.

When the police brought Bill back into Sonoita he was able to send word to the Bay about the accident and it reached Lyle Rogers and Harold Johnson. They immediately drove to Sonoita to see if they could help. Bill had also sent word to the La Interamericana adjustor "Lalo" Eduardo Ibarro, but apparently he never received the message, for he did not show up.

The first thing they did, of course, was get the ambulance to pick up the critically injured Nesbit and it took them until approximately 4:30 in the morning to get the gates open so they could take him to Ajo.

After the wrecker had picked up pieces and brought them into Sonoita, Bill asked the Chief of Police if he could take a motel room for the night and that he would appear in court the next morning. He assured the Chief that after all he wasn't going to go anywhere and leave his property in

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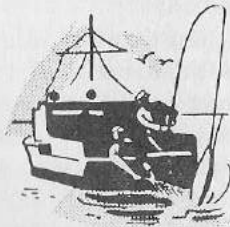
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the first place as his car was in no condition to be driven. After due consideration, however, Bill was taken to the town jail.

According to Bill, it was an 8' x 8' room and after observing cockroaches and scorpions running back and forth across the floor he found it impossible to sleep.

Saturday morning when the judge arrived, he and the Chief of Police had a hearing after which the Chief came into the ante room where Bill had sat through the hearing and was advised that his fine would be \$32. Bill promptly paid the fine and was released to the custody of the Chief.

He was told that he and his rig could not be released until he had a sign-release from his injured passenger.

The passenger was in the intensive care ward at St. Lukes and couldn't be contacted.

Then Bill's wife and friends showed with the Mexican insurance policy and after much arguing Bill was released, but the rig was being held for a \$58 towing bill, (for 8 miles). Bill offered to pay the bill if they would release his property so he could take it back across the line.

It was at this point that he was told that even though he had paid his fine, he would pay the tow bill, he would pay the ambulance and doctor bills, the rig could not be released until they had a clearance from the Transisto Federal, Chief of the Sonora highway patrol, whose office was in Nogales, Sonora and since it was Saturday afternoon the office would be closed and he couldn't do anything until Monday. He was told there would be a fine by the State of Sonora with possibly damages that he might have done to the highway.

Need I say at this point that Bill was rather frustrated, since this after all was just a one car accident and he had not caused either bodily injury or property damage to a third party.

It was at this point that Bill, wife and friends crossed the line to Lukeville and called me on the phone. He explained what the situation was and I advised him since it was on the weekend, and I probably could not get the right people, he should come on into Phoenix until we could get a clearance.

After talking to Bill, I intensified my efforts to reach either Jaime Jerez, Eduardo Ibarro, the Sonoita Garage owner, Sr. Salvadore Susuarrequi, an adjustor in Nogales. Being Saturday evening all failed.

After being unable to contact any of the above, I then transferred my efforts to Mexico City. I had the names of eight adjustors of the La Interamerican insurance company and officers in the Special Services Department. I was referred from office to homes to restaurants to night clubs to homes of friends and finally found someone to inform me that Sr. Manuel Rivera with the claims department would be at a certain telephone in Mexico City around noon. (I found that the insurance people in Mexico City are apparently slightly similar to their American counterparts in that they spend Saturday night out on the town.)

Sunday, right after noon, I was able to contact my man and reported the accident. I was advised that he could do nothing until Monday morning when the office opened at 9:00 A.M. at which time he would

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take it up with the company. Monday afternoon I had a call from an adjustor from Nogales and that he would drive over to Sonoita to see what he could do. He would call me sometime Tuesday. I never heard from him again even though I called all over Mexico trying to locate him. So then I waited until Wednesday.

In the meantime, Lyle Rogers, Harold Johnson and Mel Jarvis were trying to get something done through the Departamento de Touristas. At the same time the adjustor for Bill's American company had put an adjustor in the southern part of Arizona on the job for he had some Mexican connections in Nogales that might be able to help.

In desperation, Wednesday afternoon, I called one of the officers of the La Interamericana, S.A. Compania de Seguros in Mexico City. When I got him on the phone he advised that he had had a report on the accident, but since there was no bodily injury or property damage to others the company was not involved as there was nothing to base a claim on since they were not insuring either collision or medical payments to occupants of the car.

I assured him that I recognized the fact that they had no responsibility except that the Cholla Bay Sportsmen's Club had a pretty substantial bunch of good solid policyholders and that we had exhausted all avenues we knew of and it was necessary for someone with influence in Mexico to contact this Transisto Federales in Nogales, Sonora to arrange for the release of Bill's outfit.

He assured me that under those conditions he would be happy to go to work on it and would call me back the next day to let me know his pro-

gress. He warned me however, that it would require some money to get the job done. I assured him that Bill would be willing to settle anything within reason.

About noon on Thursday I had a call from Tucson by a Sr. Juan Jose Salazar who advised me that he was an adjustor hired by La Interamericana to determine just what it would take to get the release. He told me he had contacted the proper person in Nogales and that it would require \$60.00 to secure the release. He further wanted to know if I wanted him to drive on up to Phoenix and I told him yes and that I would have the accident victim here to meet with him.

At 4:00 P.M. on Thursday afternoon Bill Watson, Harold Johnson, a friend of Bill's that could interpret for us, and myself were gathered when Sr. Salazar arrived.

Sr. Salazar was very cooperative and pleasant, for after all he was representing us for he had been hired by the La Interamericana, S.A. Compania de Seguros at their expense to make the proper contact and then drive up to Phoenix to meet with us and complete the negotiations.

After a lengthy discussion and many questions by everyone present, Bill gave him a check payable to CASH, in the amount of \$60.00 and Sr. Salazar agreed to meet Bill in Lukeville Saturday morning with the release for his outfit. Even with the release and all fines, bills, etc. paid there was still some argument, but the end result was that they did get everything across the line at Lukeville. From that point then the adjustor for Bill's American insurance company took over.

It took just a week, calls to Mexico too numerous to mention, contacts, strings, the efforts of many people, to get the job done, and after all it was just a one car accident!!!

It still could have been worse. Bill thought his American policy covered him for Fire, Theft, Collision, Liability and Medical Payments all the way to the Bay. He found out that his policy contained a very limited Mexican endorsement that limited his coverage to only 25 miles from the United States border and that he had to get the outfit back across the line for his American adjustor could not go into Mexico and do any business of any kind.

Just a word to, shall I say the wise, check your American automobile policy and see what restrictions they have on Mexico travel. Some have unlimited, some are limited only by number of days per trip, but there are some that have mileage limitations. It does not cost anymore in most American companies to have the unlimited or the day limitation which is the most prevalent.

This experience should provide a lesson for many of our members. I know this has been long, but neces-

sarily so, if it will just convince our members to be SURE where you stand and what you are facing when you cross that line into Mexico. After all, as I have said many times, their laws are different than ours and they expect us to abide by them just as we expect them to abide by ours when they come up to visit us.

Lyle Rogers, Harold Johnson, Mel Jarvis and many others are investigating thoroughly this situation. They are trying to see if we can't arrange to have a little more security while in Mexico.

I am approaching the same problem from a different point and will soon have another report for the members. Since this is so long I will not go into the details at this time.

Just remember that your club is working for you on situations like this and when you find someone at Cholla Bay that is not a member, SIGN HIM UP, WE NEED ALL THE STRENGTH IN NUMBERS WE CAN GET WHEN WE TALK TO THE MEXICAN OFFICIALS.

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# SEARCH AND RESCUE

By Mel Jarvis

As I look back at this year's Derby, I for one can say I really had a good time. I would like to thank Bud Allison for the bang-up job he did.

As Chairman of the Search and Rescue Committee, I feel we were very lucky. Of the 150 or so boats that went out, a very few had trouble. Only four that I know of had to be towed in. Only three needed help from the beach. J's Joy had engine trouble and then out-drive trouble. A small out-board with them also had engine trouble. Sea Watch One (Mel Jarvis), Sea Watch Six (Harry Capen), Sea Watch Seven (Jack Schmidt), Sea Watch Eleven (Bob Parnell), Sea Watch Four (Eugene Smith), and Sky Watch One (Dan Kenney) headed out just at sundown.

With the sun right on the horizon, forward visibility for the boats and the airplane was limited. Dan flew out on a magnetic heading of 240 degrees for seven minutes or about to 22 Mile Reef... Since they had reported being about 15 miles out, he flew another 3 minutes and decided he must have missed them so he did a 180 degree and headed back. He no sooner got on his new heading when he saw a flash off the windshield of one of the boats that was laying dead in the water. He headed straight for them descending for a closer look. As he got closer, he made out the two boats tied together, flew over them and confirmed they were the boats we were looking for and radioed back he had them in sight. He then flew back toward the three rescue boats that were out ahead of us, circled them and headed back to the boats in distress, giving the search boats a corrected heading and an approximate distance. He then continued to circle the boats until the search boats arrived.

Everyone on J's Joy and the Cathy were all in good shape, just tired and a little cold. Bob Parnell took Cathy in tow and Eugene Smith took J's Joy in tow, and headed for the beach.

Parnell's Sea Watch Eleven looked like the Manhattan Ferry at the 4:30 rush hour, he had so many people on board.

About this time, Patty called me on radio telling me there was still one more boat unaccounted for. Since Sea Watch Four and Eleven had their tows headed for the beach, I sent Sea Watch Six south to 18 Mile and on to Cholla since it was the largest boat and could take the rough water. I sent Sea Watch Seven over toward Double Dunes since he was faster than my boat in this type of water.

I headed across toward Single Dune. Sea Watch Seven and myself must have passed close to Wee Two, the unaccounted-for boat. This is understandable because, believe me, at night in rough water, everything changes. I lost the Single Dunes and Cholla for a while and was running on the compass and the depth finder for a time.

Rick Bell of KTAR T.V., who was filming a series of the Derby was aboard my boat to film the search, spotted a light northwest of Black Mountain so we headed for it. The guy running the sand buggy on the beach doesn't know it but he just about got himself rescued if the water

hadn't got so shallow. As I turned back out toward deeper water, my engine lost R.P.M. and really sounded sick. I headed for Cholla ..... darn near made it too..... Jack Schmidt, Sea Watch Seven found us laying at anchor just inside the Bay. Jack took me in tow and with expert seamanship, put us both on the trailers almost at the same time. Ask Bob Taylor who volunteered to go with Jack.

With all Sea Watch boats and J's Joy and Cathy safe on the beach, we still had one boat missing, the Wee Two. His launch permit indicated he was on the 240 degree compass heading, 18 miles out. We knew he wasn't there because that was where we just came from. After a quick meeting of the search and rescue team in the radio room, we all headed for the sack for some sleep. Daylight wasn't far off.

The next morning, Patty advised us someone had come in and told her they had seen the Wee Two where his launch permit said around 2 o'clock the day before but that he had fired up and high-balled it in the direction of the Double Dunes. We decided not to launch any search boats until Sky Watch One made a pass over the area and radioed back.

Lyle Rogers asked if another plane would be of any help since his son-in-law from California had flown in in his Cherokee. Dan gladly accepted the extra plane with a qualified pilot at the controls. Since Dan carries inflatable life rafts and other survival gear in his plane, it was agreed he would head toward Double Dunes and out over the water west and south of there while the other plane covered Lands End, the estuary and the

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Both planes left Rocky Point together with Tom Mann of KTAR as observer in Dan's plane and Lyle Rogers as observer in Bud's plane. Dan hit Lands End just east of the estuary and as he turned west, caught a flash of light to the west and headed in that direction. Tom picked up a pair of binoculars and confirmed there was a boat on the beach dead ahead. On the initial pass, one of the occupants was seen to be hanging onto a bowline while the other three were on the beach. An S.O.S. had been scratched out in the sand. Dan climbed for altitude to report the find but could not make radio contact. Bud heard his call and since he was at a higher altitude, relayed the message back to Cholla where a brand new VHF radio on aircraft frequency had been installed the Thursday night before the Derby by Cris Tatum.

Cholla Radio advised a boat owned by Ed Jackson, the Lucky Dog, was enroute conducting their own search.

It seems the people on the missing boat were staying at the Jackson's place and they felt they knew where they were the night before and considering the drift and the wind were heading in the general direction. Dan made radio contact with them on Channel 22 and then flew out to locate them and give them a new heading that would take them directly to the boat on the beach.

In the meantime, Bud stayed in the area until Dan headed back and then he and Lyle headed back to Rocky Point.

The beauty of all this is KTAR has it all on film, including the S.O.S. in the sand and the subsequent tow home. Back on the beach, we were preparing to have some skin divers swim ashore through the surf and tow the boat off the beach. Just as they were leaving the radio room, the Lucky Dog radioed they had successfully pulled the Wee Two off the beach and had her in tow.

We talked to Bob Pennington back in Phoenix and he told us the sea was running about 15 foot surf and they couldn't get too close to shore, so with the skipper's blessing (Hepalito Garcio, better known as Barco) Bob went over the side and swam 600 yards through the surf towing a line. He said one minute he was standing up waist deep in water and the next minute didn't know where he was. He said he would never do that again.

Mr. E. C. Whitman of Phoenix, the skipper of the Wee Two was interviewed back on the beach and he said there was never a more lovely sight than seeing first the plane and then his friends in the Lucky Dog. He is one person along with his three passengers who knows how lonely one can get when in trouble in the Sea of

Cortez. He said they had ridden the anchor all night but they lost the anchor early in the morning and drifted in on the beach prepared for a long wait until found.

All's well that ends well... Some valuable lessons were learned by a lot of us... Survival gear is well worth the space and weight it takes... Signaling devices are a must... Tragedy can be avoided by not hitting the panic button... When people work together for a common cause, the results are successful and gratifying...

The mission of the Cholla Bay Sportsmen Club, to provide fun and safety was certainly graphically portrayed this year and we are all looking forward to our future activities at the Bay.

We are glad we could collect the information and submit it to the Chatter so those who were on the sidelines and for those who didn't make it to the Derby this year got the story. As we said, it's always a pleasure to write an account that has a happy ending and I believe I speak for one and all when I say this year's Derby had just that.

## MEMBERSHIP

Single membership dues for the last half of the year have been reduced to \$6.00. The dues for spouse and sponsored children remain the same at \$2.00 each.

If you haven't paid yet, send in your dues at the reduced rate to Wayne Wood, P.O. Box 7171, Phoenix, 85001 or to Verna Conlisk, 2570 E. Lester St., Tucson 85716.

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## PHOENIX PREXY SPEAKS

It is with my deepest appreciation and thanks to everyone who worked so diligently that we close another successful Derby. It was nice to have Bill Blair back as our M.C. We had a safe Derby and no one was injured. The efforts of our Search and Rescue Team, and the pilots who flew for us, Dan Kinney and Bud Ward, were outstanding.

We are going to work with the Council in setting up a Standard Set of Derby Rules, printed in a booklet to be available to all members. The movie you saw being filmed at the Bay is part of a TV series to be aired next year on NBC national hook-up titled "Treasures of the Sea of Cortez," of which the CBSC will see the first runs at a membership meeting.

It was good to see so many of our teenagers participating in the Derby. After all it is only a few that cause trouble and make "teenager" a bad name.

Cholla Bay is getting its first jail. This is something we all hate to see to in. However, as an officer of the club, I intend to help in any way to get it built! At the present time, we need two jail doors. Let this serve as a warning to the "few", the Police Officer at Cholla Bay intends to use this facility. This officer informed me after an adult man weighing approximately 240 pounds attacked him using his fists, he decided it was time to have a jail.

So you see, all the trouble is not the "young adult."

See you at our next meeting.

- Harold Johnson



Rick Bell and Tom Mann of KTAR TV Station film Derby Fish Weigh-in

## TUCSON PREXY SETS EXAMPLE

During all the hubbub at the Derby, Bob Morris, Tucson Prexy, arranged for an advertisement from the gas station in Sonoyta. All the Editor had to do was pick up the copy and the check. Thanks a lot, Bob.

I sure hope other members follow Bob's example and find advertisers for us. Our members should be our best adsalesmen. Get the advertizer to write out exactly what he wants and send it to one of the editors. The rates are printed in the Chatter. The checks are to be made out to "Cholla Chatter."

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## VANDALISM AT CHOLLA

A \$350 instrument being used by Dr. Hadley of the Arizona State University in a special study on scorpions of Cholla Bay was deliberately and maliciously destroyed during the Derby weekend. This was one of several instruments located in the field behind the Choya Bay Oceanographic Station and had been damaged with a rock two weeks earlier.

This time the vandals really did a thorough job and in addition stole the records. Since both occasions were on weekends, it is probable that the culprit was an American.

## Choya Bay Oceanographic

### Station Thanks Donors

We want to thank everyone who donated fish to use during the Derby.

They will be sent to the U. S. National Museum in Washington D. C. the same as last year.

Incidentally, we have left a drum on our patio with formalin preservative. Anyone who would like to donate a fish to the Oceanographic Station is invited to put it in this drum. Please print your name, address, date, where and how caught on a tag with pencil (not pen) and tie it on the fish. (Tags and directions on the drum.)

Beatrice Burch

## LADIES' AUXILIARY

There was sure a lot of activity on the radio shack porch and I'm sure all the yacking there contributed to making the weather delightfully balmy. Among other things, I'm informed that the ladies have formed an Auxiliary and that their motto is "Patty's Potty."

I'm in favor of the idea and even sweetened the kitty with a buck. I surely hope that they get advice of

a qualified Sanitary Engineer on the proposed location since it would certainly be unfortunate, if the potty should drain onto the landing area.

### SICK CALL

A get well card has been sent to Buelah Wood, our membership gal, who is recovering from recent surgery.

-Jo Ann Johnson

266-0150

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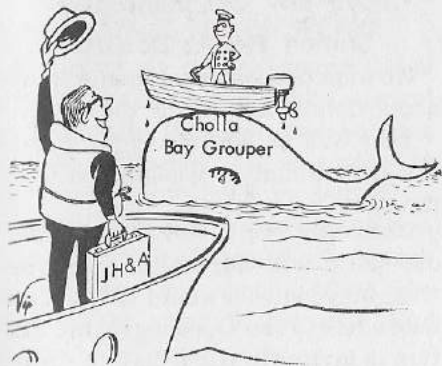
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2 1/4" x 4 1/4"	18.00	15.00
1/2 Page	30.00	25.00
Full Page	50.00	45.00

## MUCHAS GRACIA AMIGOS

The Sonoyta Red Cross wants to thank the members and friends of the Cholla Bay Sportsmen's Club for their generous contributions during the Derby weekend. The operations of the Sonoyta Red Cross are financed entirely by local contributions and this money will enable the Chapter to purchase parts and to repair their ambulances, by medicines, bandages, etc., and also to make a start on a hospital building in Sonoyta.

### Assistance in Sonoyta

Mario Salcido and Hector Garcia of the Limon Service Station in Sonoyta are now club members and asked the Editor to advise the membership that any club member needing assistance in the Sonoyta area should get word to them at any hour of the day or night and they will do everything they can to help.

### Smallpox Vaccination

Smallpox vaccinations will no longer be required of travelers who enter the United States from Mexico according to James Couch, U. S. Public Health Service Quarantine Inspector at Lukeville, provided they have visited no countries other than Mexico and the United States in the 14 days prior to seeking U. S. entry.

### Rabies Certificates Needed

Dogs are permitted to enter the United States if they have a valid rabies vaccination certificate.

According to Mr. Couch, PHS Quarantine Inspector at Lukeville, the closest place on the Mexican side where this can be obtained is Mexicalli so anyone who doesn't want to return via Mexicalli had better be sure and carry rabies vaccination certificates for their pets.

## Hospital Visit

While in Cholla Bay for the Derby, Harold and I made a special trip in to Puerto Penasco. The hospital was so quiet and no one was around that we could see. We talked to the man who sells us butane and he looked inside. There were two young girls on duty. They informed us that Dr. Jose H. Romo Saldate was not in and to return later, which we did.

In talking to Dr. Saldate, he told us that they had no patients at this time, and they seldom have children over a day or two. We asked what he thought best to do with the toys, and he suggested that we give them to the school for use in the kindergarten. We left them with Dr. Saldate. We asked the doctor what they could use at the hospital. He told us they needed medicine for the children. During the summer, dysentery is very bad. They can always use antibiotics.

I'm asking all Club members to contact their family physicians, asking for any samples they may have, bring them to the meetings and I'll see that they get to the hospital and in the hands of Dr. Saldate.

SUMMER is here! These children need medicine. Won't you help?

- Jo Ann Johnson

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