

CHOLLA CHATTER

OFFICIAL PUBLICATION OF THE CHOLLA BAY SPORTSMAN'S CLUB

Volume 8, Number 8

August, 1965



Puerto Penasco, Son. Mex.

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Cholla Chatter

Official publication of the
Cholla Bay Sportsmen's Club, Inc.

P. O. Box 7171, Phoenix 11, Arizona

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MEMO

— from ye editor's desk.

Found my missing camera. It wasn't really lost! I had left it on the table where the fish weighing records were being kept and the girls had put it away for safe keeping until someone started looking for it. Thank you, Adeline, Mary and Beulah!

* * *

Bob and Alice Taylor are crowing over being presented with their first grand-daughter by Bob Jr. and Patti. The tiny miss is named Kimberly Ann.

* * *

Those of you who chance to read this and have never quite made up your minds to join the club — can join now for only \$6.00 for the rest of 1965! This bargain does not apply to those members who are re-joining the ranks. They must pay for the full year.

* * *

The combination Check-out station — Radio Room — CBSC Headquarters is in need of furniture! Number one in importance is an office type chair for our radio operator to use at her desk. We also could use a couple of easy chairs and a couch or lounge. PLEASE — don't offer any junk! Surely there are some of us who are buying new items while our old is still out of date but not modern enough to suit us. The items should be sturdy and in good repair. I'm starting the ball rolling with a pair of oak staright chairs. A lamp or two would be useful.

Mel Jarvis has offered to haul these items down to the bay in his pickup so call him at home evening 274-4608 or drop by Tony Hall's Sporting Goods and tell him what you have to offer.



I received a bulletin from the SFI (Sport Fishing Institute), Washington, D.C., the other day, that shook me up so much, I'm almost mad enough to instigate armed warfare, seriously.

When I first started to fish for sailfish, out of Cholla, back in 1950, it was no chore at all to gather in two or three sails per day, lose five or six due to gross ineptness and return for the launching area within five or six hours. This type of a fishing day the rule, not the exception, for the years from 1950 on up to about 1960. Then for some strange reason, the sailfish became scarcer each succeeding year till, by golly, the last two or three years, one or two fish per season (from June thru September) after damn hard fishing, weekend after weekend, was about all you could expect.

Those brave bulls who enjoy the sight and feel of a hooked sailfish, wondered and theorized and tried to figure out just why our favorite adversary was shunning our area. Changing currents, different feeding habits, water temperatures, the "red tide," all possible explanations were kicked around, without anyone actually coming up with a reasonable or plausible answer.

We have the answer now, and it scares me to death. It's pure and simple mass murder, on such an unbelievable scale, that even if it's stopped right now, it will be many, many years before game fishing will improve or recover to the extent it was between '50 and '60.

In order to feed the millions upon millions of Japanese people, the Japanese Commercial Fishing Industry has developed a saleable sausage made from the black marlin, striped marlin, all spearfish including Pacific sailfish and swordfish. In order to supply the increasing demand for this food, Japan has a working fleet of commercial fishing ships equipped with up to five "long lines." Each one of these long lines is 10 miles in length and loaded with 2,000 hooks. In other words, just one Jap boat is fishing 50 miles of cable line with a total of 10,000 baited hooks.

Just recently, a flotilla of Mexican charter boats came upon one of these Japanese wholesale slaughter boats off the coast of Baja, California. God love them, the Mexicans "ran" the one long line to see what was going on, and found over 300 marlin and sailfish dead, on the single line. It was postulated, assuming the same rate or catch daily on each of the five lines fished by this

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one boat, that a **daily** kill of 1,500 sailfish and marlin were harvested for a known period of 14 days — an estimated murder of **21,000** prime game fish, in a two-week period by just **one** Japanese vessel. Even writing about it makes me sick to my stomach.

Also in the SFI bulletin were facts and figures proving that this same Japanese fleet, which incidentally operates all over the oceans of the world, has completely wiped out the bill fish off of Mayor Island, New Zealand.

Anyone who is naive enough to mistakenly think that the prolific waters of the ocean cannot be fished out, is just plain stupid. Just for an example — look at what's happened to the close-to-Cholla Reefs that just the local sport-fishermen have depleted.

My puny little ineffectual cry in the wilderness probably won't do a thing to stop this greedy slaughter, but I feel so strongly about it that I've just gotta mouth off about it, and let it be known that I'll be among the first to volunteer if it becomes necessary for game fishermen to unite and bear arms to put a stop to it — the Afrikan Queen would make one helluva good little PT boat.

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Phoenix Chapter — Mel Jarvis
Phone 274-4608 — evenings
Tucson Chapter — Verna Conlisk
Phone 326-3549 — evenings
Prescott Chapter — Wilbur Canfield
Phone 445-3205
Pertinent data may be mailed to your local chapter.

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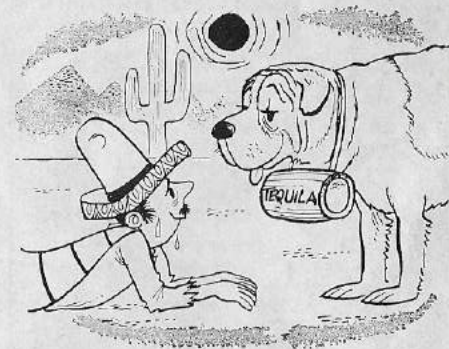
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THOSE METRIC MEASURES

Before you complain about people in Mexico weighing and measuring everything in an unnatural way, as the metric system may seem to you, you should be informed that it is **WE** not **THEY** who are clinging to an outmoded system.

Which is easier to count, — 100 centimeters to a meter and 1000 meters to a kilometer, or 12 inches to a foot, 3 feet to a yard and 5,280 feet to a mile? **THE SPANISH WAY, YOU SAY?** It is the International way of measuring. The following table will be of help to you while you are adapting yourself to the Spanish:

- 1 centimeter = .3937 inch
 - 1 meter = 39.37 inches
 - 1 kilometer = .62137 mile
 - 1 kilogram = 2.2046 pounds
 - 1 liter = 1.0567 quarts (liquid)
 - 1 inch = 2.54 centimeters
 - 1 foot = .3048 meter
 - 1 yard = .9144 meter
 - 1 mile = 1.6093 kilometers
 - 1 pound = .4536 kilogram
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 - 1 gallon = 3.7852 liters
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FIRE AT SEA—

By Mel Jarvis

As the Lucky Lady eased off her trailer, and I headed her out of Cholla Bay to meet Howard Coffinger and his new Polly II, little did either of us know what was to take place that morning.

As I think back, I wonder if maybe someone else didn't take a hand in the events that put Howard and I fishing together that day. Jack Schmidt made a point to come down and tell me to be sure and go with Howard, as he really knew the good spots to fish. I did not know Howard, and I'm not one to invite myself to go with someone I don't know. But this morning, I spent a good 30 minutes trying to find the Coffinger Casa and did invite myself to go with them.

As I came around the Point, Polly II was there waiting for us, and we headed out on a 270°, with Polly II out in front and the old Lucky Lady, puffing hard to keep up. After 45 minutes of running, I sighted a small sail fish, and with high hopes, got out my light rod.

But not seeing him again, we headed out after the Polly II, who by this time was a small speck on the horizon.

We had been under way for about 10 minutes, when Howard called me on the C.B. and asked if everything was O.K., they had the marker buoy out and were starting to fish. I answered his call and said that I was on my way.

At this time, my wife took the wheel as I started getting rods and tackle out to fish. Suddenly my wife said, "Mel, what's that smoke?" As I turned and looked, I knew the Polly II was on fire. We received one call on the C.B., it wasn't clear, but sounded like, "We're on Fire, Help!" (scream — someone yelling) "Get me out or get out" — then what sounded like an explosion!

I opened up the Lucky Lady to full speed, Barbara and Sandy were getting out the fire extinguishers, but two min-



utes later, I told them to forget them, for I could see the fire and knew it was hopeless to try to put it out.

I told my wife to get all the life jackets out and get one on me and on Sandra, also rope for throw lines. I don't know how they did it in that rough water and at the speed I was running. We were really flying over the 3-4 foot roll.

My worst fear was that they had been blown overboard without life jackets and were hurt or unconscious. I had it in my mind that one or two of us might have to go overboard after them.

As I came upon the Polly II, she was burning from stem to stern, we could not see any of the crew, so I told Sandy to get on top of the cabin and from there she spotted the red life jacket about 700-900 yards away.

I pulled over to them, and called asking if any of them were hurt and they

said they were all O.K. We got them aboard and patched up the best we could and headed for Cholla Bay.

As for what caused the fire? I asked Howard and it's anybody's guess. A gas leak, bad tank, fuel line, who can really say? It only takes a tablespoon of gas in the bilge under the right condition to blow a boat clear out of the water. But it does bring out a point here and there.

For we, that fish out of the waters of Cholla Bay, we should do so, with two boats (buddy boats), life jackets for all aboard and a few extra, mounted where they can be reached in any emergency to be thrown overboard at any second, fire extinguishers (in Howard's case, would have done no good), but they should be where they can be reached easily.

I hope I never have to see such a thing happen again. But, I thank God, that I was there at the time.

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 Jim Mabb



By Gene Henry

Surf fishing as a whole has been spotty and unproductive this Spring and early Summer. One of the main reasons for this appears to be the unusually large number of shark which have moved into the Cholla Bay area.

During the last two months I have fished most of the beaches from below St. George's Bay to the estuary beyond Black Mountain. There have been very few stretches of beach that I haven't seen from one to a half dozen shark slowly cruising along on patrol anywhere from 10 feet to 50 feet out from shore. They have ranged from a couple of feet to better than 10 feet long with enough of the big guys to make one a little leery of venturing too far out in the water.

I know that many of you have been along these same beaches and perhaps haven't seen a shark. But have you ever tried putting on a pair of polaroid glasses? Every object in the water from a reef to a big fish shows up like a sore thumb through polaroids and they should be included in every surf fisherman's gear.

One variety of shark that I'm sure most of you must have seen this Spring is the jumping gray shark. They usually patrol the offshore reefs and it is quite a sight to see them go through a school of bait, come clear out of water and do a couple of twisting turns before falling back in. Hector Munro tells me they are found only in the Gulf area and are often mistaken for sailfish.

Shark aren't all bad news for the surf fisherman. They are now classed in many salt water fishing tournaments as a game fish and any of you who have had one on the end of a line will testify to their fighting ability. I have hooked several this Spring and while only landing one on my light surf outfit they give quite a thrill before breaking off.

Lately, under the expert tutelage of my amigo, Bill Valentine, I have been trying some serious shark fishing from shore with gear designed to handle a good-size shark. I'm sure most of you must have read Bill's recent article describing the equipment to use and I have found it very effective.

The last trip down I spent an enjoyable evening shark fishing with Bill and one of Bill Blair's sons. Bill landed one that went about 40 pounds. Young Blair and I both had good hookups, but lost them. Guess we got too nervous in the presence of the ole master.

Sharks may have cut into the trout fishing this Spring, but if things work out right, I'm going to try to even the score by beaching a few of the ugly rascals. And, have a lot of sport to boot!

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

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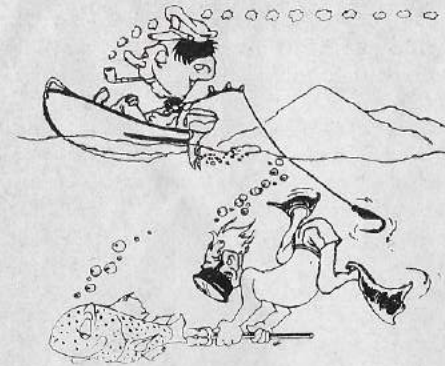
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TUCSON SCUTTLEBUTT



The meeting was called to order by President Frank McLaughlin. Minutes of last meeting read and approved. C B Council minutes were read and a discussion of incorporating in Mexico was held open. Members feel Cholla Bay area and property looks better than it ever has.

Several members said they had had their cars and trucks searched at the border. Questions arose as to why.

Sr. Portugal says any letter given him, written in English, will be given to proper authorities.

President McLaughlin would have us all keep in mind that we are in a foreign country by invitation, and we are in as individual members of the CBCS and not as a club.

Door prize donated by Lester Thomas was won by Verna Conlisk.

Meeting adjourned for a film and refreshments.

Chris Tatum, Secretary

MEL SEZ

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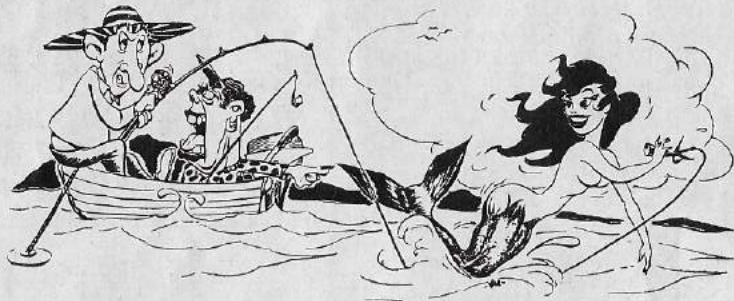
A Sympathy card has been sent to Mrs. Bill Kinneer, whose husband passed away recently.

A card was sent to Tom Sharp, who has been ill, altho no one informed me until he was well on the mend.

If you know of anyone who is confined, please call me. I can't send cards to our members unless I am notified.

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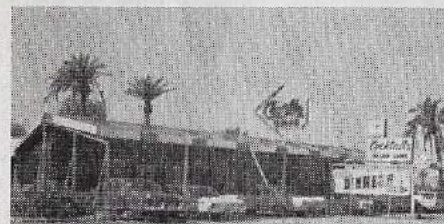
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Myrt & Ken — Members

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By Mel Jarvis

It is not the intent of this column to make mechanics out of anyone, but rather, to make your boat and boating, a safer and more enjoyable recreation. The bits of information contained in this column I hope will help you in cases of emergency and to help you maintain a preventative maintenance program for your boat and engine. Any questions that I can answer, will be answered to the best of my ability.

* * *

Ahoy, SKIPPER!

Whether your boat is small or large, an outboard or a sizeable cabin cruiser, there isn't much doubt that you have the lure of the sea in your veins. It matters not where you lay your curse — on pond or lake, river, bay, gulf, sound or ocean, as soon as you cast off your moorage, you enter a different world, a world consisting of an element unnatural to man. Down through the ages he has had to use all his ingenuity and resourcefulness not only to conquer the sea, but to be ever alert that it doesn't turn and conquer him.

As skipper, you should know and practice good seamanship, the first requirement of which is the recognition of your responsibility for the care and protection of ships, crews and guests.

Every boating accident is caused by either an unsafe act or an unsafe condition. It is hoped that the information to be passed on in this column in the next few months, will help one and all to safe and sane boating.

ARE YOU A SAFE SKIPPER?

1. Everything secure in its place — loose gear properly stowed — lines and other equipment neatly returned to proper place after use.

2. Adequate equipment — Suitable anchors, ropes and line — navigational devices including compass, tide tables from Chatter — working bilge pump — barometer — binoculars — boarding steps — radio receiver — either marine or CB.

3. Emergency equipment — Life preservers — one for every person on board, Coast Guard approved, readily available (children wear AT ALL TIMES while on board) — sufficient and proper fire extinguishing equipment — flares or signalling devices, both day and night signals — lead line or other depth sounding device in case depthometer is not working — spare oar or paddle — will work even for large boats in extreme emergency — or small spare motor — Have a disaster plan worked out for your particular boat, a job for everyone on board, not just in words, but make a practice drill every 4-5 times out, so that each member of the crew knows what to do. Have a plan for a man overboard — a fire — a collision — or accidental swamping.

4. First Aid — Have a good standard first aid kit, always fully equipped, sun burn lotion a necessity at Cholla Bay, winter and summer — know the methods of artificial respiration — have a supply of dramimine for seasickness — band aids, merthiolate, and other standard first aid supplies.

5. Tools and Spare Parts — Small boats, outboards, minimum tool kit: pliers, screw driver, hammer, crescent wrench, small pipe wrench, spark plugs, shear pins, spare propeller, spare propeller nut, starter cord, cotter pins, flashlight, extra can of gas.

For larger boats — inboard — a complete kit of all needed tools — plus coil, condenser, points, extra motor oil, fuel pump, small kit of patching material for hull repairs. You can purchase a small emergency fibre glass repair kit for all glass boats with all the necessary equipment for emergency repairs. On wooden hulls, plywood cut in small sizes, can be nailed over damaged hull in an emergency.

6. Care in boarding your boat — Since most injuries in boating happen at this time, particularly in small boats, the safe skipper always has in mind: never jump into a boat, always step in the center of the boat, keep low and watch your balance. Larger boats — adequate rubber-covered boarding steps, if practical, someone to lend a hand to guest embarking or debarking.

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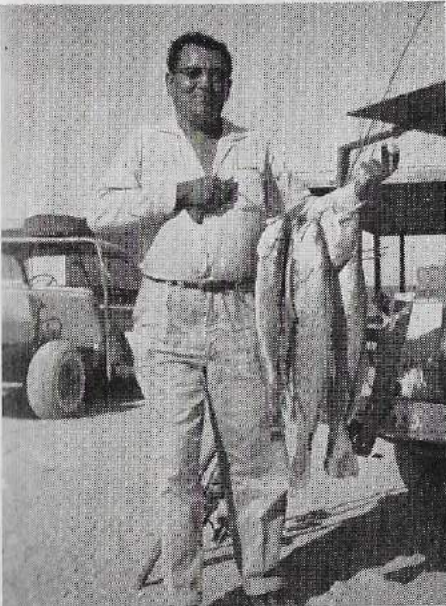
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MANDATORY

Just a note of reminder to all members and non-members using the launching facilities at Cholla Bay.

The Port Captain at Puerto Penasco, who controls all boating in the Cholla Bay area, has asked that we remind you and impress upon you, that by Mexican Law, it is mandatory that you check out in person by signing the launch permit at the Radio Shack and that when you return, you turn in the yellow copy of the launch permit to the Radio Shack.

If you are going to be out overnight, that you tell the Radio Operator at the time of launching, then the Port Captain will not be looking for you at Midnight when he comes upon your trailer sitting on the beach.

LET US ALL COMPLY WITH THE MEXICAN LAW LIKE WE COMPLY WITH AMERICAN LAW.

ATTENTION MEMBERS

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

MRS. MARY DOE
c/o R. Perez, M.
Apartado No. 41
Puerto Penasco, Sonora
Mexico

Our Radio Operator will be our mailman.

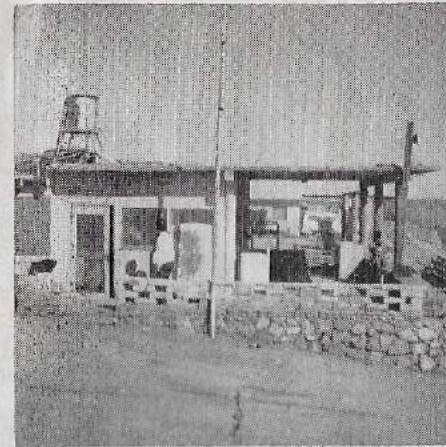
Tell 'em you saw it
in the CHATTER

FISHERMEN

• STOP •
AT

COPPER LANES IN AJO

Our Coffee Shop and Lounge Are Open
From 7 A.M. until 2 A.M.
Lou Majors Club Member



Ship To Shore Marine Radio

Call Letters

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

Citizens Band Radios

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

HOOK ONTO A
NEW MEMBER!

BRING 'EM TO MEETINGS

APPLICATION AND BENEFICIARY DESIGNATION CHOLLA BAY SPORTSMANS CLUB

Name

Address

City State

Amount Paid \$ Years

I hereby designate the following named beneficiary under CONTINENTAL CASUALTY COMPANY Policy No. SR 168504 for the Loss of Life Indemnity, subject to the conditions named in said policy: Fifty per cent (50%) to the Cholla Bay Sportsmans Club Search and Rescue Fund.

Fifty per cent (50%) to:

if living, otherwise to my estate.

Signed at State of

..... This day of

19.....

Witness

Applicant

Supplies for —

BOAT — CABIN — HOME

Hours — Open Every Day

Weekday — 8:00 to 7:00

Saturday — 8:00 to 6:00

Sunday — 9:00 to 5:00

DO-IT-YOURSELF STORES, INC.

Dodge at Grant, Tucson

Cy Smidl, owner Phone 327-4557

J. L. WILKERSON CO.

CRANE AND RIGGING

517 SOUTH 4th STREET, PHOENIX, ARIZ.

Truck Crane - Drag Line - Steel Erection

Clamshell - Concrete Hoisting - Demotion

Machinery Moving

CHOLLA BAY SPORTSMEN'S CLUB, INC.
 P. O. Box 7171, Phoenix 11, Arizona

PERMIT No. 248
 BULK RATE
 U. S. POSTAGE
 Phoenix, Ariz.

HAROLD & BETTY PAINTER
 P.O. BOX 457
 TEMPE, ARIZONA

1965

RETURN REQUESTED

Operation: Tide Chart

By Lynn Bayless

Great Tides Occur at Full & New Moon

The times given are for high tide.
 Low tide will follow each high by
 about 5½ hours.

1ST QUARTER



August 4

FULL MOON



August 12

LAST QUARTER



August 20

NEW MOON



August 26

AUGUST — 1965

1	0424
	1710
2	1757
	0517
3	1848
	0614
4	1944
	0721
5	2047
	0841
6	2152
	1004
7	2252
	1117
8	2343
	1212
9	0000
	1255
10	0027
	1331
11	0106
	1403
12	0141
	1433
13	0215
	1503
14	0248
	1531
15	0321
	1559
16	0355
	1627

AUGUST — 1965

17	1659
	0432
18	1735
	0514
19	1822
	0607
20	1922
	0718
21	2038
	0852
22	2157
	1023
23	2307
	1132
24	0000
	1225
25	0006
	1310
26	0059
	1352
27	0148
	1432
28	0235
	1512
29	0320
	1551
30	1631
	0406
31	1712
	0454

SEPT. — 1965

1	1757
	0545
2	1849
	0647
3	1956
	0806
4	2117
	0941
5	2229
	1059
6	2327
	1151
7	0000
	1230
8	0011
	1303
9	0048
	1331
10	0122
	1358
11	0156
	1425
12	0228
	1451
13	1517
	0300
14	1546
	0334
15	1617
	0410