

CHOLLA CHATTER

OFFICIAL PUBLICATION OF THE CHOLLA BAY SPORTSMAN'S CLUB

Volume 8, Number 10

October, 1965



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PHOENIX

TUCSON

Tues., OCT. 12 - 8:00 p.m.

**Goettl Auditorium
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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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ADVERTISING RATES For Cholla Chatter Costs Per Issue

Size	By Month	By Year
2¼"x1½"	\$ 8.00	\$ 6.00
2¼"x2½"	10.00	8.00
2¼"x3¼"	12.00	10.00
5" x1½"	15.00	12.00
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Letters

-To The EDITOR

Dear Mrs. Sanderson:

In the September issue of "Cholla Chatter" there was a letter concerning the Puerto Penasco Pilot Desalting Plant.

Apparently, Mr. and Mrs. Perez were told by someone that the desalting plant would be closed at the end of August, and sold to a private company. This is not true. The pilot plant will be operated by the University of Arizona with the cooperation of the University of Sonora until January 1966. At that time the operation of the pilot plant will be turned over to the University of Sonora. However, the University of Arizona will continue to participate at the pilot plant with technical assistance.

Between now and January 1966 water will continue to be available free at the pilot plant when it is in operation. The pilot plant is a research facility and changes are continually being made, so there might be periods when no water is available.

The University of Arizona has operated the pilot plant on a research contract which has allowed us to give the product water away. When the University of Sonora assumes responsibility for the operation, they will be faced with financing the operation. To assist in the financing they plan to bottle some of the product and sell it for drinking and other distilled water uses.

The Puerto Penasco Pilot Desalting Plant is an excellent example of international co-operation in research on a most important problem. I am anxious that everyone understand its true purpose, and I would be happy to answer any questions concerning it.

Sincerely,

Carl N. Hodges
Supervisor
Solar Energy Laboratory

SEE YOUR ADVERTISERS



Surf spincasting, light to medium rod boat trolling and jigging, and fishing for sailfish and dolphin are the prime reasons I love to fish the Rocky Point-Cholla Bay area.

The Spring and early Fall are the best times for beach cruising with a spinning stick, hot Summertime is the time for blue water battling with/for sailfish and dolphin, and Wintertime is the time to park your boat over a relatively shallow (15' to 40' deep) reef and jig.

I will try to explain my own personal, cowardly and somewhat lazy reasons for the HOW & WHY I prefer to fish for the smaller (up to 45 pounders) fish to be caught a short 4 hours drive from Phoenix.

Spincasting is my favorite way to fish, either from shore or from aboard a boat. With a 9' medium to light action rod, a reel loaded with 300 yards of 10# mono filament, you can handle almost any fish you hook into with the exception of the bottom dwellers or a mad sailfish.

There is a fascination to wading the sandy beaches and casting a lure far

out into the unknown, that brings a satisfaction to be gained no other way! One of the reasons salt water fishing beats any other type of fishing, is the fact that the fisherman has not the slightest idea of what type or how large a fish might try and inhale his offering.

When surfspinning the sand beaches during the Spring or Fall months, you can luck onto sea trout up to 10 pounds, pompano up to 5 pounds, mackerel up to 15 pounds, ladyfish up to 4 pounds, bonefish up to 4 pounds, yellowfin corvina up to 40 pounds, white sea bass (totuava) up to 80 pounds, or California white sea bass up to 50 pounds. Besides these regulars, there are many bonus fish such as California corbina, small halibut and flounder, as well as gulf perch, cotchie and numerous sharks — to give you variety in your catch.

All of the fish I've named will readily strike a lure, if it's presented right. The majority of these fish feed off the sandy bottom, in from 3 to 15 feet of water, so when casting, be sure and allow your lure (whether a chromed spoon or feather jig) sufficient time to settle to the bottom before starting your retrieve. There are exceptions to the rule of course, the most obvious is when the fish are feeding on the surface. The best retrieve for a spoon is a slow pumping action, giving your lure the appearance of a wounded or thoroughly scared bait fish. For mackerel or pompono, a fast, hard jumping action is necessary but for sea trout and yellowfin, a lazy, fluttering seems to do the job best.

The biggest mistake a majority of "new" salt water spin anglers make,

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is in their selection of tackle. Most fresh water fishermen visualize salt water fishing as **big game** fishing! In blue water or deep reef fishing this is true, but surfspinning from shore (with the exciting exceptions of lucking onto a school of totuava or an occasional trout-gobbling grouper) is mostly concerned with casting to fish of **under 10** pounds. Consequently, the heavy spin rods and reels most novice saltwater spincasters use, don't furnish much in the way of sport. Contradicting myself, I say that the average fresh water spinning rig is almost too sporty!

When spinning salt water, **distance casting** is more important than accuracy. A 5½' to 6' spinrod is too short to give the leverage necessary for a long cast. Likewise, the average freshwater reel won't allow you to achieve the speed of retrieve sometimes required to get a mack or pomp or skip-jack to hit.

In my opinion, an 8½' to 9' light action rod, a reel **between** the large salt water and standard freshwater sizes, plus a minimum of 8 pound or maximum of 12 pound monofilament line is the correct outfit to spin salt water.

Now — if I could only figure out why I can't catch fish . . .

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On viewing the ocean for the first time, the little boy exclaimed, "Look Mother, it just keeps flushing and flushing!"

A low tide in the bay, the same little boy said, "Gee, look at all those plumbers out there trying to stop the leak."

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Jim Mabb

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Club Members



By Mel Jarvis

Speaking from experience, I can say, the most neglected system on a boat is its electrical system.

Dead battery, starters that won't start, generators that don't generate and in most all cases it is not the fault of the component part. Your car battery is good for years. Why? Because the service station attendant checks it for you. But how many of you pull into a service station with your boat (without the car in front, that is). So it's up to you to do the checking. With the low amp D.C. generator, water level stays put, except for evaporation from old Sol. But now we have the alternator with its high amperage and man, that's death to a battery low on water, combined high amps and the Arizona or Mexico heat and low water level in your battery and you have a battery with a short life.

Knew a fellow once, that never had a dead battery. Everytime he went to the lake, he took the battery out of his pickup and put it in his boat. Good! He always had a hot battery, but the constant taking in and out and tightening and loosening of the connections causes the battery post to loosen up and then ZAP! One day the battery exploded right in his face. The loose post shorted out and caused the battery to blow up. He almost lost the sight of one eye. IF YOU do this USE CAUTION AND CARE.

Most batteries are kept in the battery box and held down by a strap that comes with the battery box. As in the case of most all things, the strap wears out or is lost. This strap, in most shops or sporting goods stores costs 75c and it's very important—it holds your battery in place. A battery won't last long playing tug of war with its cables or doing the Watusi on the deck of the boat. Once the case is cracked and the acid is lost so is the battery.

So keep it watered, tied down and its connections tight and you will get long and useful service out of your battery.

The outboard engine comes equipped with all the necessary wiring and is easily installed in your boat and needs very little care, if installed right. There is a right way and a wrong way, to install it. The junction box should be installed as high as possible on the inside of the transom, to keep it out of the water that gets in due to skiers or rough water. This box contains your

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starter solenoid and regulator. The wiring cable should be hung in cable straps free from rubbing or being pinched. The extra cable should be rolled and hung up under the fore deck or aft section of the boat, where tanks or other heavy equipment can not damage it. On boats that are used in salt water, connections can be coated with a number of anti-corrosion materials.

Any time accessories are added to a boat, they should be fused and a battery wire and ground wire should be run from the battery to a fuse block and all accessories taken off the fuse block.

Connections made in electrical wire should be soldered and of course, taped.

If you have a large boat and a central electrical station, it's a good idea to tag your wiring unless you have a good memory.

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A Sympathy card has been sent to Richard Miller and family in the recent death of his Father.

A card of Congratulations was sent to Wayne Earley and wife on the birth of a son, Aug. 31, 1965. Congratulations, Wayne and Doris!

If you know of any one who is confined please call me after 5 P.M.

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Congratulations to the club members who have taken of their time and money and attended our first Spanish lesson on Wednesday, September 22nd. The classes at the Rivera School which is located at 3015 East Thomas Road,— are a big step in the right direction towards better relations with our many friends south of the border. The language barrier often leads to misunderstanding one another's intentions, and the person who learns to converse in Spanish will enjoy his or her trips into Mexico much more. Quite possibly, some warm friendships may be developed.

It is possible that you may still enroll in this class or we may start another one. If you are interested, drop us a line. I am pleased to hear that some of our club members who don't live close to Phoenix have enrolled in Spanish classes in their own neighborhood.

I hope to have another fine movie for you at our next meeting on Tuesday, October 12th. See you then!

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THANKS

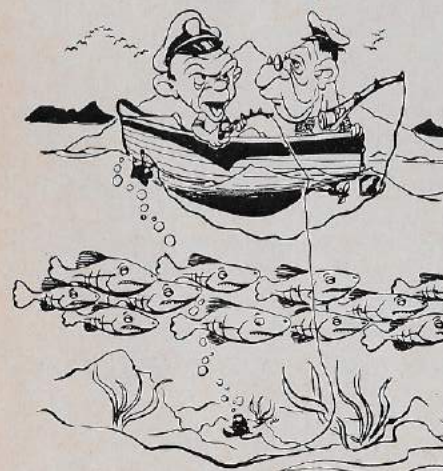
Some time ago, I was asked if the picture, Bill Valentine painted for the Radio Shack at Cholla could be put in a suitable frame and covered with glass.

SO, with the help of some business friends, I got the job done. The Cholla Bay Sportsmens Club would like to take this opportunity to thank, Don Mays, American Auto Glass, Phoenix, for the glass and Johnnie Dickenson of Builders Millwork, Phoenix for cutting down the frame and Tony Hall Sporting Goods for the paint. I supplied the leg work.

P.S. Tony Hall's don't know about the paint, until they read this.

ZAP — Mel Jarvis

Habla Usted Espanol?



*Tell 'em you saw it
in the CHATTER*

Blessed Event

The Waiting is Over!

Jesus, Ramón Perez arrived at 11:10 p.m. on Sunday, September 26, 1965. The potential radio operator is the son of Ramón and Patricia Perez. It's "Open House" every day at the CBSC Radio Shack.

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

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GUILTY UNTIL PROVEN INNOCENT

In Mexico the LAW differs from that of the GRINGO's. There one is considered **guilty until proven innocent**, hence if you are involved in an accident, they are apt to put you in jail and "throw the keys away" — to use a rather time worn expression! This is an important point that members of the Cholla Bay Sportsman Club should recognize.

In the absence of a Mexican Auto Liability policy, the usual thing to expect is a quick trip to the nearest bastle, where one is held until he posts satisfactory evidence that any damages will be paid. Sometimes that ain't easy!"

A lot of people feel that they are adequately protected by their American Auto Liability policies. But even though many of these policies do have a Mexico coverage, it won't do you any good while you are in Mexico. It pays your damages up to its limits — after you have managed to get home. **THE ONLY INSURANCE POLICY THAT THE MEXICAN OFFICIALS WILL RECOGNIZE** — is one written by a reputable Mexican Company.

Many of our newer members — and some of the old ones — do not seem to be aware of the fact that **OUR CLUB** has a master Mexican Automobile Liability policy that can provide insurance for the members at a very low cost. Our Insurance Committee Chairman can provide you with details as to your coverage for personal liability as well as property damage resulting from automobile accidents. The fee for coverage is different if you intend to remain in Mexico more than 90 days.

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gram is that burglary insurance can be purchased together with fire insurance on your buildings and personal effects at Cholla Bay. This is also at a greatly reduced rate — do to our group program.

Contrary to what seems to be a general idea, our Insurance Chairman, Wes Douglas, — is not getting rich off of the club policies. Actually, the reason that we get such low cost coverage is that Wes is giving the Club his percentage! Your editor thought you should be enlightened on that fact. **RIGHT? OK.**

The La International in Mexico City is the Company that underwrites all of our Mexican insurance and Wes has arranged with the El Presidente of Puerto Penasco, Sonora, for an adjuster in that area.

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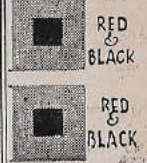
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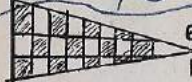
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Destination — Club House!

Donations to the club recently by Mr. and Mrs. Wilbur Canfield of the Prescott Chapter, consist of the following: 3 chests of drawers, a dinette table and 6 chairs (chrome), 2 step end tables, a small end table and a 7 foot naugahyde sofa. This furniture is in storage at the home of Mel and Barbara Jarvis until we can figure out a way to get it to Cholla Bay. Mel is working on this with the Port Captain and Custom Officials at Puerto Penasco. However, this will take a little time and if permission is received, we will need members with campers and trucks for transportation. Many thanks to Mr. and Mrs. Canfield.

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Name

Address

City State

Amount Paid \$ Years

I hereby designate the following named beneficiary under CONTINENTAL CASUALTY COMPANY Policy No. SR 188504 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

WELCOME ABOARD!
Phoenix Chapter

Edwin and Evelyn Busfield
 W. L. and Shelly Briggs
 Mr. and Mrs. Art Ludwig
 George R. Schmelling
 Charles and Stella Pennington
 Sidney and Mary Wells
 Albert and Mary Mangino
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Make the AJO
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a "must stop" on your way down and back from Cholla Bay.

Paul Colorich — Jack Cameron
 Club Members

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

TALL TALE

The tale of the fisherman
 Is the tale of woe —
 The fight with the fish
 Who thrashes to and fro—
 The battle seems always
 Never ending and fast—
 The fish gets tired
 But so do you, at last—
 When the battle of fish
 On line, is finally in—
 You are anxious to see
 If by chance you may win—
 But your tale of woe
 Is with you today—
 Alas, Isn't it always
 The big one that got away?

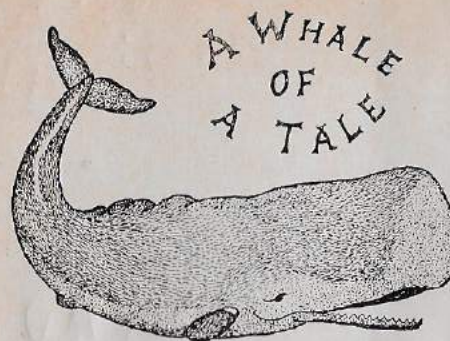
— LC

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.



FROM TUCSON
 By Verna Conlisk

"THE LAZIEST LABOR DAY OF ALL"

Most every 'Labor Day' that I can remember has been spent in frantic preparation for a week to get as much recreation jammed into four days as possible. This year, although there was no real change in the frantic week-long preparations, the enjoyment of Labor Day was the laziest I've ever had.

We had planned our usual trip to Cholla Bay. We had gathered in all the supplies, packed more than the necessary clothing, arranged for the care and feeding of our menagerie at home, planned to catch the 'big ones' when we got to Cholla Bay. We arrived after a leisurely drive through Sells, Lukeville, Sonoita and down to Cholla Bay. We unpacked, visited at the Radio Shack and friends, came back and ate a bite of supper and then sat and listened to records while we were waiting for friends to arrive that had planned to go fishing with us the next morning. After they arrived we sat around and talked until after midnight.

Next morning instead of hitting the carpet at 5:00 a.m., it must have been at least 7:00 a.m. No giraffe milkers to wake us up, so we slept in. While I was fixing breakfast the men all took a run up to look at the ocean. There were white caps all over, which means no fishing as yet. So they came back and we all had breakfast and my husband took the men in the truck to show them all over Cholla as this was their first trip.

Meanwhile back at the shack, I had found a book that had been left by some one and I started to read. By the

time the fellows returned I was half way through the book. I fixed them some lunch and we sat around and played cards all afternoon. We did go over to Sandy Beach and played in the surf a while. And I picked up a few shells to show the newcomers a few varieties that are to be found there.

Then supper, dark and bed. The wind which was unfriendly to the fishermen, was wonderful for sleeping. I don't think I ever slept so soundly at Cholla Bay before. But unfortunately the wind which was so nice for sleeping still was unfavorable for fishing, still white caps all over, so no fishing again!

We had a unhurried breakfast, the men did some more exploring and I read. After lunch we decided to go back to the beach. Someone (me) suggested we take a fly rod along. Common sense should have told me that casting into the wind was next to impossible, but you know how hard it is to convince an amateur or someone who has never tried something before. Anyway we took the flyrod, but we didn't go to the beach, we went to the estuary. There must be a trick to fishing that way because fish would jump up on all sides of me but not once did one obligingly accept my hook. After an hour of casting (and I did get real good at throwing that little feather jig), I decided that the fish just were not co-operating, so we gave up and went on to the beach.

Now I have heard of the immovable force before, but I don't think I was really prepared for the force represented in the waves of an angry ocean. Try as I would I just couldn't keep the waves from dancing me right off my feet. First I would be on my feet and next on my head. I don't know which was the most fun, participating or watching those watching practically splitting their sides laughing at me. I think I moved three feet out into the waves and they brought me five back in. I tried again, and again, but that immovable force got the better of me without a doubt. After an hour or so of that I flopped on a beach towel and let the sun and the salt air take over. I know I could have fallen asleep but some one threw wet sand on me (all

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Redi-Mix Fuel for your Outboard

in fun, of course). Time has a way of passing by unnoticed. Soon it was time to go back to the cabana, eat again and close up shop and head for home.

(Now if we had gone fishing this would have been the time to clean down the boat, scrub the deck, grease the motors, and hurry, hurry, and ice the fish and hurry, hurry, and when you get everything closed up and were ready to go you always felt like you wish you had another day at least to rest up.) But this 'Labor Day' was not the usual labor in preparation, during or after the fact, but just a leisurely, taking it easy all day long for three

days, with pleasant breezes keeping us out of the heat for it was hot at home and a restless ocean keeping us out of the boat and I think we got something out of it after all. No fish but a much-needed rest!



At the peak of an epidemic last year, the Border doctor was giving a record number of injections. Tacked to the door of his inner office was this notice: "To save time, please back into the office."

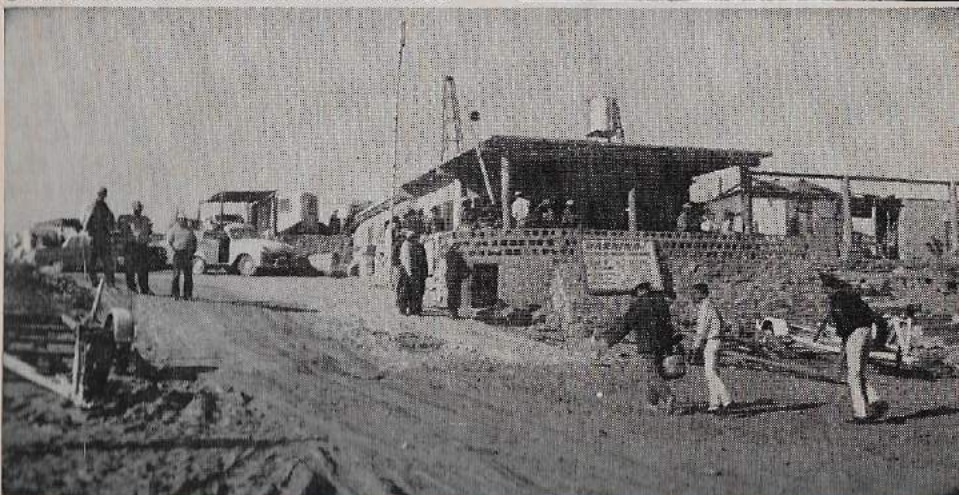
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Lou Majors Club Member



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2555	Boat to Shore
2738	Intership
2838	Intership

Citizens Band Radios

Monitor Channel	22
Conversation	16
Conversation	11
Conversation	9
Conversation	5



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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 liter	= 1.0567 quarts (liquid)
1 inch	= 2.54 centimeters
1 foot	= .3048 meter
1 mile	= 1.6093 kilometers
1 pound	= .4536 kilogram
1 quart	= .9463 liter (liquid)
1 gallon	= 3.7852 liters

Buena suerte!

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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.



October 2



October 10



October 17



October 24

OCTOBER — 1965

1	1756
	0614
2	1904
	0731
3	2037
	0908
4	2200
	1026
5	2301
	1117
6	2345
	1154
7	0000
	1225
8	1253
	0024
9	1319
	0059
10	1346
	0132
11	1412
	0206
12	1441
	0241
13	1512
	0316
14	1546
	0357
15	1627
	0443

16	1718
	0540
17	1829
	0700
18	2006
	0836
19	2142
	0957
20	2255
	1055
21	1140
	2351
22	0000
	1221
23	1259
	0041
24	1335
	0125
25	1410
	0207
26	1445
	0248
27	1519
	0328
28	1554
	0409
29	1630
	0455
30	1714
	0546
31	1813
	0655

NOV. — 1965

1	1940
	0818
2	0933
	2112
3	1025
	2220
4	1105
	2311
5	1139
	2354
6	0000
	1208
7	1238
	0032
8	1308
	0109
9	1339
	0147
10	1413
	0225
11	1449
	0306
12	1529
	0350
13	1615
	0440
14	1711
	0540
15	1825
	0653