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TIDE CALENDARS

Arrangements have been made to sell the Tide Calendars at the monthly meetings of both the Phoenix and Tucson Chapters and Cholla Bay Radio Station for \$1.00 each.



CHOLLA BAY SPORTSMEN'S CLUB

BIG 10

TYPE FISH	SIZE REQ	SIZE CAUGHT	VERIFIED BY
★ SAILFISH	ANY		
★ GROUPE	30 LBS		
★ DOLPHIN	15 LBS		
★ PINTO	15 LBS		
★ SEA TROUT	5 LBS		
★ MACKEREL	6 LBS		
★ SHARK	50 LBS		
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Cholla Chatter

Stop Press Bulletin

By Mel Jarvis

The Cholla Bay search and rescue team of Phoenix was alerted at 11:00 AM Sunday the 19th of a lost boat by Fred Zimmerman of Tucson, assistant Search and Rescue chairman. A plane was dispatched immediately, from Tucson and six members of the Phoenix team were on their way by 12:45 PM and the rest of the team standing by. I would like to say that the members of the Cholla Bay Club can be proud of their Search and Rescue team, of those that took part and of those that gave up their Sunday schedule to stand by if needed.

For Bill Waggoner of Mesa and his two fishing buddies, the weekend of the 18th will be one to remember. They spent most of Saturday, all of Saturday night and all day Sunday adrift in their powerless 18 ft. boat, with very little food or water and no sleep. They spent most of their time trying to make their anchor hold, the seas was very rough Saturday and most of Sunday. Their boat had no radio so a call for help

was impossible. All they could do was hope someone would find them.

The search plane made a pass up the beach as far as El Gulfo and back, but did not spot them. The waggoner boat could see the plane but had no way of signaling it . . . on the second pass and the last one before dark that they were to make over that search pattern. The boat was spotted, the crew had the motor cover open and was pointing toward the engine, trying to make the search plane understand they had engine trouble, the plane understood and radioed back to Cholla radio they had spotted the boat and they needed a tow. Two boats were dispatched on the compass heading the plane had given them. By 10:30 PM Sunday night the Waggoner boat was on its Trailer, and by 12:00 midnight the search crew was sitting down to a delightful dinner of chili and beef stew, skillfully prepared by members of the search team who I might add are great connoisseurs with a can opener.

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BIRD ISLAND SHELL TRIP

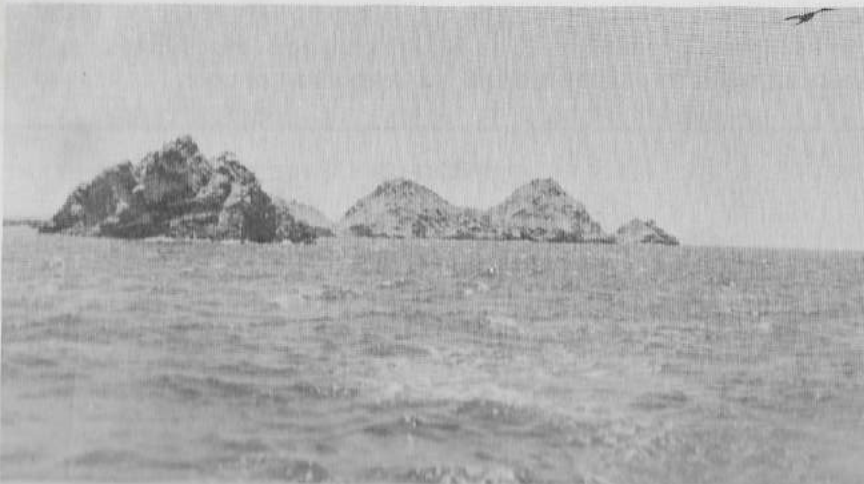
The Southwestern Malacological Society, (Phoenix Shell Club) chartered Hector Munro's forty-two foot boat and made an overnight trip to St. George's Island (Bird Island) on April 4th and 5th. Everyone who went on the trip had a wonderful

time and are looking forward to the Club's next trip with Hector.

Cover photo: Gooney birds are more interested in the photographers than in the Mexican shrimp fleet anchored in the lee of island.



Shell Club members and sea lions watching each other. Hector's boat in the background.



Leaving Bird Island to return to Cholla.



By Mel Jarvis

When Patty came down to where the Debbie J. and the La Sirena were sitting on the beach waiting for their turn to be launched and she told me that she had just signed out the 135th boat, I remarked to Wayne that Search and Rescue had their day out for them. I was right but not in the way I thought. Out of the 135 boats every one made it in on their own except three.

Ferd Esenwein towed in the first one with engine trouble, I think Ferd told me it was a 20 mile tow. That's a long slow ride, luckily he had good water etc. to tow in. Ferd came across the boat by chance on his way in from fishing, fortunately as the boat in trouble had no radio to call for help. Deb and I were fishing on a real hot reef just off the double Dunes when I got a call that a boat near by was taking water pretty bad, so we pulled in our lines and got under way to where the boat was. As we pulled the Debbie J along side the other boat I could see they weren't just whistling dixie!

Water was already up over the floor of the boat and had been over the starter motor on the engine. The 4 men in the boat had the

bilge pump going and were gaining on the water. I suggested they start their engine and keep it running to keep their battery up and power to get underway back to Cholla. They had to have a hole in the hull of the boat for it to take that much water so fast. I suggested we get under way toward Cholla with the thought in mind of using the drain plug hole to cyphon the water out, once they picked up speed. The plug had been put in from the out side and this being an I/O we had to hold one of the boys by his feet and drop him head first over the stern of the boat to pull the plug. Dr. Phil Lahr and crew were standing by to help if needed and he passed over one of his extra boat plugs which we put in on the inside before pulling the out side one out. By this time the water had been pumped down to the bilge line and they got underway back to Cholla, they tried to get up speed to cyphon the water, but with so much water in the second bottom they were worrying it would flood the engine so with the pump going and making very slow headway we headed for Cholla. "We got it made." I said to myself, then about 15 miles out there the pump stopped. Now let me interject at this point that the boat in trouble had no radio and to my dismay both my Marine and CB radios were not receiving, in my efforts to reach Cholla Radio I probably interrupted other transmissions, sorry about that, but I'm sure those concerned understood the problems

With the pump in under the engine and also under water there was no way to check it or work on it, I thought of pulling the pump out of Debby J and giving it to them, but the two pumps were of a different

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Diablo Pequeno

Sorry that I'm a month late but last month's story about Diablo Pequeno was written by Gini Tucker. Thanks a lot Gini and how about another one?

Editor

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Your Phoenix President

This is the spring of the year and our annual fishing derby will soon be here.

Art Shwarz of Tucson will be in charge of the derby this year and Harry Capen of Phoenix is co-chairman.

This can be a lot of hard work for a few people or a lot of fun for lots of people. So let's all pitch in and help.

If you wish to help contact either of these men and I am sure you will enjoy the derby more.

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It's A Shark

Charles I. Gause

What about sharks in the Gulf of California Anyway? Well, that's a pretty good question when you really get down to it.

The real experts in this area of interest will readily admit that they really don't know too much about these predators in the Gulf. In particular, very little is known about sharks in the northern Gulf of California.

There are probably at least two reasons for this. First of all, experts in this field are few and far between. Secondly, more sport fishermen who have qualified themselves to speak with some authority on sharks are needed.

Recently, the Los Angeles County Museum of Natural History; the Department of Systematic Biology, Stanford University, Palo Alto, California; and the Department of Biological Sciences, University of Arizona, cooperated in a brief expedition based out of Cholla Bay and Puerto Penasco to learn more about sharks in the area.

Cordial invitations to participate were extended to members of the Estacion de Biologia Marina, Puerto Penasco and the Estacion de Biologia Pesquera in Mazatlan. Unfortunately, because of prior commit-

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(Continued from Page 7)

ments, these people could not attend.

I was invited to participate in the expedition for my general knowledge of shark populations in the immediate area. As a cooperative and voluntary service for the past several years, I have been tagging sharks caught while sports fishing out of Guaymas and Puerto Penasco. Data on each tagged shark has then been forwarded to Mexican officials and the American Institute of Biological Sciences.

The expedition was lead by Dr. Shelton Applegate, Vertebrate Paleontologist at the Los Angeles County Museum of Natural History and member of the Shark Research Panel of the American Institute of Biological Sciences.

Dr. Applegate, robust, articulate, and a fisherman's fisherman, is a well qualified authority on sharks. He is the author of some of the foremost scientific works on sharks and is often quoted in publications of the National Geographic Society. He is well known and widely acquainted with shark experts throughout today's modern world.

His perfected method for taking large sharks is setting long lines. That's exactly what we did. Several were set about 15 miles southwest of Cholla Bay. The longest line was 900 yards in length. But the most interesting record taken on this ex-

pedition was not far out at sea. As a matter of fact, it was taken right in Cholla Bay.

During a day's rest from the very hard work of longlining on the open ocean, I set about showing expedition members the general Cholla Bay area. We were observing a tide pool right next to Art Ludwig's boat which is anchored in the small estuary on the far side on the bay.

Suddenly a moving shadow appeared right before us. Someone yelled, "It's a shark!" Applegate said, "This may be a real find. We have got to get that shark."

All of our gear was back at the biological lab. There wasn't time to drive to the lab and back because the tide was coming in. Considering the urgency of the situation, Applegate offered, "The only way we are going to be able to get that shark is to take off our shoes and pants and to get in there and grab it."

Doctoral candidate at the University of Arizona, Lloyd Findley and Dr. Applegate, with arms outstretched for balance, moved out into the water very carefully. The shark, undoubtedly shaken by the sight of four big banana-like legs moving through the water in its direction, slowly moved into shallower water, probably to consider its attack posture. That was its mistake. At the right moment, Applegate thrust his

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Something For Laugh and Something About Rocky Point

Capt. Gomescesar

Lots of years ago, when I was Deck Mate in one Mexican Tanker Ship, was on board one Quartermaster called Encarnacion; the people on board called him friendly "Chon".

Chon was one tall and fatty fellow, and he has the bait to break the language. One time, in 1948, our tanker, the "18th of March", one tanker older than me (I am sixty), went for repairs on the "Alabama Dry Dock and Shipbuilding Co." in Mobile, Alabama. Chon was on board. When any American asked where was his ship, Chon answered, "In the Alabama Drieky droke chipiguilding". If Chon gone to the stores and buy something, the cashier charged him the price and the tax, and Chon very mad and claim immediately, "Why you charge me taxi? I came here walking."

In this time, I'll go to try to write something for you; excuse me because writing English, I think I'll go to it like Chon.

Somebody from the Cholla Chatter (the editor) asked me to write something about the way to have one clearance for a boat to go from Penasco to Guaymas. The question comes in case I "was" Port Captian in this Mexican New York called Rocky Point, but unfortunately, always are a "but", now I am not Port Captain. Anyway, I'll do it.

My friends, "Gringos", if you have a LARGE boat and you like to go from Penasco to Guaymas, the only thing that you must do, is to

go to the Captain of the Port and ask for the clearance. In that office they must give you the clearance without charge; of course, like gentlemen, you must give a tip to the man or woman who makes that clearance. Of course, first, you must go to the immigration officer and let him know that you like to leave the Port by sea.

If you have a SMALL boat and you like to go Penasco to Guaymas by sea, it means only one thing: THAT YOU ARE LOCO, but anyway, make the same as in the case of a large boat and you'll have your clearance go to the church and pray, and after you fix your testament, you'll be ready to go.

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There is one helluva variety of fish cavorting beneath the surface of the Sea of Cortez. Cholla Bay, throughout the many years I've fished there, has produced for me quite a few fond memories of some of the fish fights I've won and lost. One tiger of a fish I thoroughly enjoy matching wits with, is a nasty tempered slabsided buck-toothed never-give up, mean old Cotchi (Triggerfish). These ever hungry small mouthed brutes are about as sporty a fish on a freshwater bass rod as you can tangle with. This is one of the prime reasons a six pound (min) Cotchi was included on the list of 'Big 10 fishes'.

They are present in great numbers, practically anywhere you find a rocky bottom in the Gulf. They will hit anything even remotely resembling chow of any kind, and will quite often drive a serious meat fisherman out of his skull the way they can completely shred a bait to bits without touching the hooks. Their mouth is so small and so damn full of teeth, that it is quite hard to set a large hook into one when he is filleting your bait, causing extreme mental anguish to a frustrated meat fisherman.

After you've nailed a few, you get so that you can tell the strike of a Cotchi everytime, and you also tell when you hook one by the way he fights. If you want to fish on pur-

pose for these rascals, and believe me, it can sure brighten your outlook if you're not having any luck catching anything else, just switch to a small hook, say a 2/0 or 4/0 size, and impale a bite sized hunk of bait, just a little bit larger than your hook, and freespool it to the bottom. If you want to thoroughly enjoy the experience, use light tackly -- like a freshwater bass rod. A five pound Cotchi on a bass rod is a real test of your equipment and fishing skill.

Another fun way to tangle with these brutes, is to use the same kind of rig I've mentioned, but instead of using bait, tie a feather jig (from 1 ounce to 3 ounces) directly to your monofilament and jig for them. The only trouble with this kind of fishing, is that after about three or four Cotchi catches, you'll find your once hairy jig completely bald. These buck toothed rascals can peel feathers of nylon off a jig so fast you won't believe it.

Hector Munro, the best goodwill ambassador Cholla ever had, and also one of the better Mexican fisherman, taught me a few things about Cotchi catchin'. When Hector's fishing for Grouper, and Triggerfish start munchin' on his bait, he just keeps cool and lets the toothy little brutes act as decoys for the Grouper. He claims, and has proven to me on several occasions, that a grouper will be attracted by the feeding frenzy of the excited Cotchis, move in to take a look, then if what's left looks good to him, wham! instant Grouper.

Another little tid bit he taught me about Cotchi, is the fact that when the sun sinks in the west, the Cotchi population does likewise, and will cease molesting even the most tasty and toothsome morsel. When darkness sets in, they just flat quit biting.

Some people enjoy the flavor of Cotchi fillets and some don't. They have good solid firm white flesh, and the fillets peel out as easily as any fish you can clean, furnishing a good steak from each side. Some people liken the flavor to lobster. Anyway, the next time you're dangling for Grouper or Pinto and the action is slow, try Cotchi catchin on a light rig -- I'll almost guarantee some skinned knuckles if you use a reel without a star drag of some kind -- and remember a six pounder or larger qualifys for the 'Big 10'.

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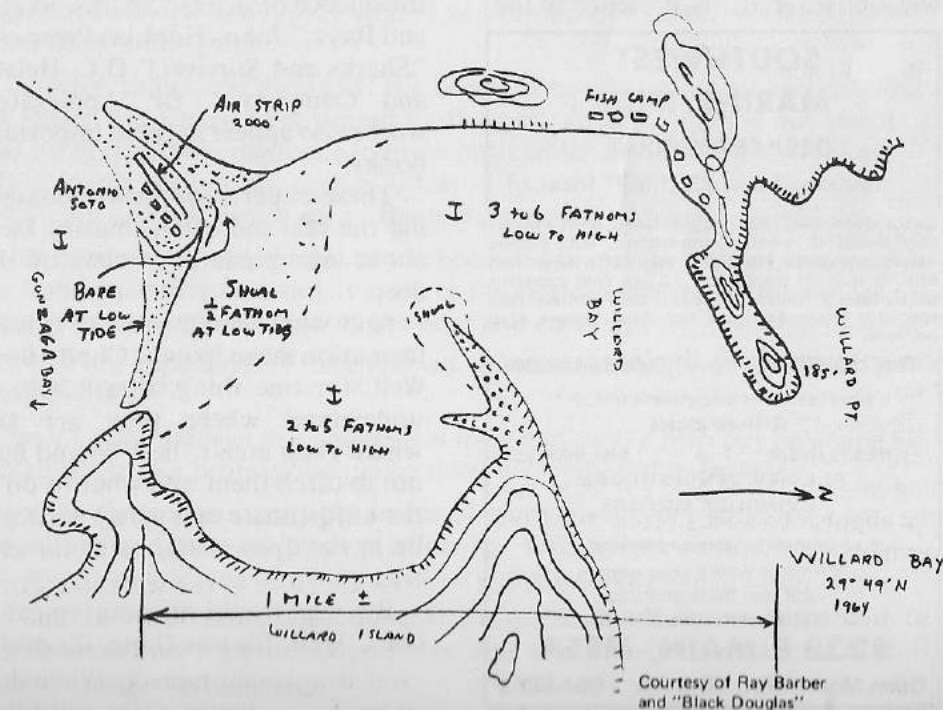
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(Continued from Page 8)

arms down into the water and got a firm grip on its tail. With a great heave, he flung it ashore.

This four footer was a rare find indeed. Never before recorded north of Guaymas, this specimen was identified as a juvenile male Scalloped hammerhead (*Sphyrna lewini*). The *Sphyrna lewini* are common in Australia and are found in the lower gulf along with other kinds of hammerheads. There are nine distinct species of hammerheads throughout the world and this was the first time this particular species had ever been recorded in the Northern Gulf of California.

What is even more surprising, the *Sphyrna lewini* grows to 12 feet in length and are a pelagic species usually found far out at sea. We are not all sure what circumstances lead this rare shark into Cholla Bay and then into the tide pool over by Art Ludwig's boat. But, its presence in the

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Northern Gulf of California is now a recorded scientific fact.

Valid answers to the multitude of questions about sharks are slowly being satisfied by some well qualified researchers. One shark researcher in the Cholla Bay area is doctoral candidate Phil Miles of the Biological Sciences Department at the University of Arizona and member of our recent sharking expedition.

Phil's first live specimen held for observation at the U of Marine Laboratory at Puerto Penasco was brought back from our long line fishing out of Cholla Bay.

Another researcher, but stationed a pretty far piece down the coast, is biologist Anatolio Hernandez Carvallo, Estacion de Biologia Pesquera, Mazatlan, Mexico. Anatolio has authored chapters in two of the most important books in the modern world today devoted entirely to the science of sharks, "Sharks, Skates and Rays," Johns Hopkins Press and "Sharks and Survival," D.C. Helath and Company. Dr. Applegate's works also appear in these important books.

These experts are slowly compiling the real and often amazing facts about our predatory rulers of the deep.

And what would some of this information mean to us at Cholla Bay? Well, for one thing, it will help us understand where they are and where they aren't, how to and how not to catch them, and what to do in the unfortunate case where we might be in the drink with one of the critters.

But who would ever want to catch one? Well, for one thing, the really

(Continued on Page 14)

Dear Dr. Burch,

In February and April issues of the Chatter, there were articles on scuba diving courses. The February issue by Mr. James Stewart of Scripps Institute of Oceanography said basic scuba diving courses received by the general public is deficient.

The April issue by Boris Innocenti of Aqua-Sports gave his side of the story.

I would like to add a third side to it. As a member of the general public who has taken a course in scuba diving.

I don't believe we should be looked upon as a bunch of sheep who cannot think for ourselves.

I believe the \$30.00 I paid for the course was worth every cent. It is possible a few situations I have been in since, I may have panicked if I had not taken the course.

The water conditions at Cholla Bay are probably more dangerous than most places, considering the speed of the tide and how fast the swells can build up. Panic was one of the main topics discussed. Keep a cool head and you can work your way out of most any given situation. Panic and you can drown in a minor situation.

With the knowledge I received and a little horse sense of my own, I have spent many pleasant hours diving and I intend to spend many more.

I have found myself in several situations such as, once I was anchored off from Pelican Point diving. The water was rough when I went down and by the time I came up the swells had built up so high I could see the boat, which was about a block away, only when I was on top of a swell. It was quite a swim back to the boat.

Another time I was diving off the beach. I turned on my air and checked my gauge, but I must have turned it off again. After swimming out about 300 yards, I put my regulator in my mouth which still had a breath of air left in it and went down, about 20 feet. I found I had no air. I signaled my buddy and we went back to the surface where he turned on my air.

Another time I jumped out of my boat and found the current was moving faster than I could swim. I went to the bottom and pulled myself far enough to come up in front of the boat and came up.

These are experiences I have learned from and could have been bad if I had panicked.

Now I don't believe this course was meant to send a man out believing he is equivalent to a professional scuba diver with years of experience.

I think the course covers the basics of scuba diving very good for a person who dives for the enjoyment of diving. With a little common sense he can enjoy many hours of diving with very little danger.

I believe if the course were too stiff and expensive there would be a lot more people dive without taking the course, and there would be a lot higher percentage of accidents.

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big game fishermen throughout the world are keenly aware of one glaring fact. The world record for the largest fish ever taken anywhere on a rod and reel is held by an Australian who caught a great white shark weighing 2,664 pounds, 16 feet 10 inches long with a girth of 9 feet 6 inches.

About the Author

In Tucson, Bell Aerospace Company's Charles I. Gause is Task Manager, Program Management, at the U. S. Government's Electromagnetic Environmental Test Facility which is operated by Bell Aerospace. Acclaimed to be the only facility of its kind in the free world, some of the most advanced electronic communications systems in the world are evaluated here under his direction. Gause is an active sports fisherman and member of the Cholla Bay Sportsmen's Club. He holds membership in such important organizations as the Arizona-Sonora Desert Museum, American Museum of Natural History, American Littoral Society, the International Oceanographic Foundation, and many others. The American Littoral Society, headquartered at the U. S. Department of the Interior Sandy Hook Marine Laboratory, Highlands, New Jersey, recently published an article authored by Gause in which he gave visibility to the plight of totoaba in the Northern Gulf of California. This article was addressed to society membership in the United States, Mexico, and 25 other nations throughout the world.

Cholla Chatter



By Mel Jarvis

If you spent Easter at the bay, and you went out fishing, you know there was one heck of a lot of boats out there with you, We passed one reef and there was a, "No Vacancy", sign up, there were so many boats on it. Deb. and I picked out a spot just off the double Dunes and in no time at all we had three big Pinto in the fish box, I even got one to add to my Big Ten Card. (the first one I might say) As I stood there hoping for the next one to be a 50 lb. Grouper I looked out over the water at all the other boats that were fishing around us and the thought crossed my mind, I wonder how many of them would have engine trouble before they were back on their trailer. As far as I know only three had to be helped in. When you figure the odds that's not bad. I always like to think that maybe some of what I put in the old Chatter helps to tip the odds a little our way, There really isn't a lot to keeping the old gal seaworthy and shipshape. Once a year see your favorite Outboard shop and have her gone over and put in shape, engine wise, the hull looked over and her equipment checked. Once you get her in top notch shape keep her that way. Don't just forget her. Cholla waters

May, 1970

are hard on a boat, and I'm sure most of you know this, so a little time spent after each trip cleaning and checking will pay off.

One of the first things I do after a long day of fishing is open the motor box and take a close look at the bilge for signs of oil, gas or salt water that shouldn't be there. This will tell you real quick if you have a leak in the engine or the hull of the boat. As you're washing down the hull and deck check the deck hardware, make sure its good and tight and that water is not leaking under it. Never leave sea water on the windshield glass, salt will build up on it and before you know it you cant get them clean any more. Its kind of like heading into a fog all the time but never really reaching it.

If you have one of the early O.M.C. 210 HP engines in your boat and you have had it for some time, have your timing checked. O.M.C. first told us to set the Timing at 8 degrees before TD, but now they say that the engine will perform better if the timing is set at 10 degrees before TD. Also if you are one that keeps the flame arrester on the carburetor clean, and I hope you all do, You'll note the arrow on the arrester, IT MUST POINT FORWARD. This applies to the 210 H.P. OMC engine only. Any other way and you don't go so good. . .

See you at the Bay . . .

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on your way
to and from
Cholla Bay



say HELLO to
Chuck and Yvonne
at AJO
Club Members

Fourteen

(Continued from Page 5)

make and would have taken too long to install. Debbie got the small bucket we carry to wash down the deck with and passed it over to them and for the rest of the way in they kept pretty busy bailing . . . Hours later they were in and on the trailer and we found they had a hole the size of a golf ball in the bottom of the hull.

Checking with Patty I found that all the boats were in except two; Dondos and a 23 ft. IMP; the IMP had an engine dead at bird Island and the Dondos was headed to the first estuary where they were to meet Gene Williams who was bringing the Imp into the first Estuary with his 19 ft Smith craft. Dondos was going to tow the Imp in to Cholla from there. Things didn't work out that way. Gene called in and told us he had lost an engine and couldn't keep head way with only one engine. I called Dondos and asked him if he was copying Gene's transmission and his reply was, "yep, I'm under way right now." It took a little doing for Dondos to find Gene in the dark but with an exchange of flares and radio yak their navigation ended up being so good they almost ran over each other. Gene said he could make it in on one engine, O.K. and left Dondos just off the estuary.

Note: Every try to get in to the first estuary on a dark night, ask Gene Williams about it, its quite a thrill he told me. About 11:00 p.m. I called Dondos and asked him how his gas was holding out, his reply was he didn't think he could make it as the sea was making up and it was slow going. Bub Allison, standing by told me that the Pelican was gased and ready to go. With Dave Connors as crew he headed out

for the Dondos laying at anchor off the desalting plant where Dondos had run out of gas just as the Pelican was backing off the trailer. Finding the Dondos and passing the gas over to her in rough water took some time and by midnight they were under way again at one o'clock they were off Pelican Point in rough water and Dondos was out of gas again, Bub Allison did the only thing left to do at this point, hooked on and towed both boats. We couldn't see anything out in the bay except the lights of their boats and the sometimes anxious shouts of the crews, like, "Bub, you're too close," or, "watch that tow line," or, "hey, that's not my line." Then out of the darkness came the Pelican, with the 23 ft. IMP along side and laid her bow on to her trailer, he turned and then he came back with the Dondos repeating the action.

At 2:00 a.m. Col. Herbert R. Archibald, retired of Tucson, Arizona walked in the radio shack, a tired but happy guy, as he was the skipper of the 23 ft. IMP.

Search and Rescue wishes to thank LoLo and Albert for standing by half the night to bring in the search boats and the towed boat on their trailers and a special thanks to Gene Williams for his efforts in our behalf.

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JOHN McGOWN

A long time member of the Cholla Bay Sportsmens Club and the Maricopa County Sheriff's Water Patrol died on April 15th in the Maricopa County Hospital Burn Unit after a charcoal barbecue lighter fluid accident in his home on February 24th.

Born in Warrington, West Virginia, he was brought to Phoenix 54 years ago and owned the McGown Plumbing Co.

Survivors include a sister, Mrs. J. J. Fortenberry Jr. of Phoenix.

FOR SALE — 3 BR. trailer home, furnished, on beach, 10 KW diesel electric power — 2,000 gal. water tower — large porch. Asking \$5,500, H. Henry, 413 Navajo Trail, Scottsdale, 945-1561.

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CHOLLA FISH REGISTER

An appeal is made to all Cholla fisherman to help prepare a register of fish caught off Cholla. A blue "fish survey" sheet should be filled out or the following information written on the back of your pick check-out slip:

Kind of fish
Number caught
weight or length
where caught
Anything else you think of interest.

Thanks are given to the following for turning in their blue slips: George Rodgers, Shelton Henry, Jay & Angie, Dr. Bennett, Chas. Nelson, Don Rohde, Frank & Norma, and Mel Jarvis. They reported the following fish caught off Cholla in February and March of this year: Sea Bass 3; Rock Bass, 62; Grouper, 2; Pinto, 64; & Croaker, 3.

Thanks is also given to Hector Munro who put an odd ball fish in the drum of formalin on the patio of the Choya Bay Oceanographic Station.

Membership 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

ADVERTISING RATES For Cholla Chatter Costs Per Issue

Size	By Month	By Year
2¼" x 1½"	\$ 8.00	\$ 6.00
2¼" x 2½"	10.00	8.00
2¼" x 3¼"	12.00	10.00
5" x 1½"	15.00	12.00
5" x 2"	18.00	15.00
2¼" x 4¼"	18.00	15.00
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Full Page	50.00	45.00

MEMBERSHIP DUES

Single membership	\$10.00
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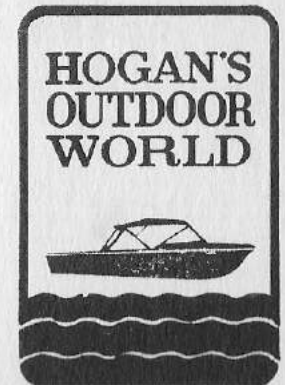
Paul Colorich — Jack Cameron
Club Members

Phoenix Shell Club

The "Southwestern Malacological Society" meets the third Wednesday of every month at the Arizona State University Zoology Building Room 163 at 7:30 p.m. Next meeting will be May 20. Everyone interested in shells is invited to attend.

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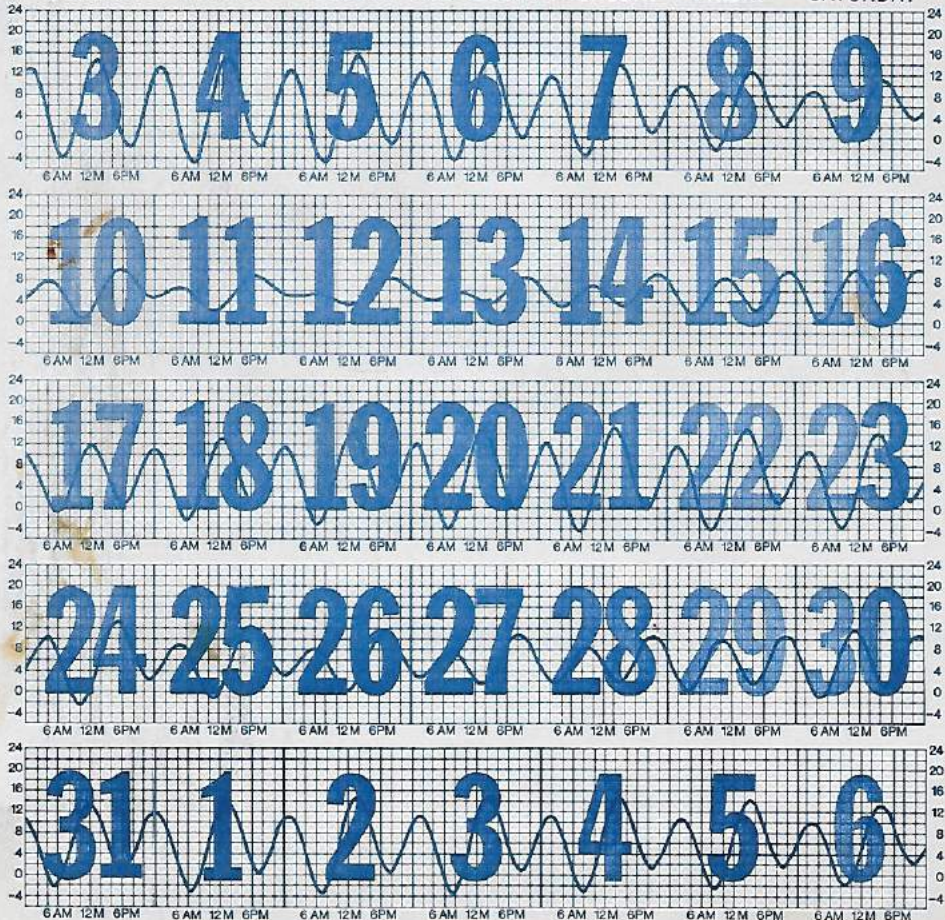
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PX-70

RETURN REQUESTED

MAY 1970 JUNE

SUNDAY MONDAY TUESDAY WEDNESDAY THURSDAY FRIDAY SATURDAY



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