



CHOLLA CHATTER

OFFICIAL PUBLICATION OF THE CHOLLA BAY SPORTSMANS CLUB

Volume 12, Number 6

June 1969

CHOLLA BAY SPORTSMANS CLUB

14TH ANNUAL

FISHING DERBY



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CATEGORIES

JUNE 13TH - 14TH '69

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P.O. Box 7171, Phoenix, Arizona 85011

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1969 Derby Boosters

The following contributed towards
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Special Announcement for the 1969 Derby

DATES: Friday June 13 and Saturday June 14, 1969.

DERBY CHAIRMAN: Wayne Wood of Phoenix and Forrest Cooley of Tucson.

TICKETS:

Derby Tickets are \$3.00 per person and are good for both days. Must be purchased before starting to fish.

Team Tickets are \$ 1.00 per boat and are good for one day only. Must be purchased before starting to fish.

Jackpot Tickets are 50¢ each. No limit on number you can buy and can be purchased any time.

CLOSING TIMES:

Friday June 13 at 7 p. m. Mountain Standard Time and Saturday June 14 at 5 p. m. Mountain Standard Time. Fish must be weighed in before closing time to count.

JUDGES:

Phoenix: Mike Capen & Tom Burch
Tucson: Mike Jungen & David Capen

PRIZES:

Fishing Prizes--There will be no drawings this year. All prizes will be for fish or shells as detailed under the Official Derby

Rules or this announcement. Winners do not need to be present.

Jackpot--Winners chosen by drawing. Winners do not need to be present. First winner receives 40% of pot, second 20% and third 10%. Balance to Club.

SPECIAL PRIZES:

One-hundred dollars cash for biggest fish caught during the Derby by Ajo Gulf Station. Fish must be one of the classes of fish listed in official Derby rules.

Trophy for first sailfish caught by Arizona Republic.

Trophy for first dolphin caught by a club member.

Trophy for largest pinto caught during Derby by Hogan's Outdoor World.

First & second place prizes for largest fish speared by a scuba or skin diver each day.

Prize for most unusual fish donated to Choya Bay Oceanographic Station during the Derby.

FISH FRY:

Free fish fry to be held Saturday evening starting at 6 p. m. Beans etc. will be cooked in kettles loaned to the Club by Tom Sharp. ●

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OFFICIAL DERBY RULES

The Phoenix and Tucson Chapters collaborated on drawing up a basic set of rules to be used in future fish derbies. The only changes that need to be made from year to year will be the date and time. These rules were presented to the Council at its September 1967 meeting and after some discussion and a few minor changes were ratified.

Classes of fish--Seventeen classes of fish will be eligible for prizes for hook and line fishermen. These are:

- | | |
|-------------------|-----------------|
| 1. Grouper | 9. Yellow Fin |
| 2. Pinto | 10. Dolphin |
| 3. Sea Bass | 11. Red Snapper |
| 4. White Sea Bass | 12. Pargo |
| 5. Rock Bass | 13. Skipjack |
| 6. Sea Trout | 14. Flounder |
| 7. Pompano | 15. Sailfish |
| 8. Mackerel | 16. Cochi |
| | 17. Corvina |

Types of Prizes--There will be prizes for first and second place in each class for each day of the derby. Grand prize will be for the largest fish caught. Also a Grand Prize for the largest fish caught by a lady fisherman. Additional prizes will be first, second and third place for "odd ball" fish. A prize will be given the oldest fisherman with a valid Derby ticket. Prizes for shell fish will be in two categories -- Skin Divers and Beach.

Team Prize--A cash award will be made each day for the boat with the greatest weight of fish caught per person on hook and line. Fish must be in the 17 categories listed and must be bagged or strung. The weight of all eligible fish caught by the "team" including any prize winners

will be used in determining weight of fish caught per person.

Judging--Judging of fish for prizes shall be done by judges appointed by the Council with an equal number from each Chapter. The Derby Chairman is not to be appointed as a judge. Judging of the largest fish will be by weight. Fish will be weighed on a set of P Cotton scales. No one fish can take two prizes except that fish that have trophies donated for the first caught of the season, such as Sailfish and Dolphin.

Tickets--Each contestant participating in the Derby must have a valid Derby ticket before starting to fish. Only boats with valid Team Tickets are eligible for the Team Prizes.

Time--Dates and official times will be established by the Council. The official closing time will be posted at the scales. All fish must be weighed in before closing time. There are to be no exceptions. Two (2) men will be responsible for closing the scales each day of the Derby.

Awards--Presentation of awards will be made the evening of the last day of the Derby. Winners do not have to be present to receive their prizes.

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Regulations Governing Entry Into Mexico

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

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

"All that a U.S. citizen requires to enter and travel in Mexico as a tourist, is a tourist card. To prove U.S. citizenship, a birth certificate, a voter's registration card or other acceptable proof will suffice.

(Military discharge papers provided place of birth is listed, baptismal certificate provided place of birth is shown or a notarized affidavit of place of birth. A driver's license will not do). Naturalized citizens must carry naturalization papers or a U.S. passport.

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

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

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Club Member

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- (c) Fifty books
- (d) Scientific instruments and other instruments. Tools and equipment of travelers who are professionals, workers or artisans, as long as these effects are not excessive in amount and do not in any way constitute equipment for installation of shops, laboratories. . . or other similar establishments.
- (e) One photographic camera and 1 portable motion picture camera with 12 rolls of film for each. Frequently additional photographic equipment is permitted to enter, provided . . . it is obviously a part of his normal equipment.
- (f) Up to 12 pieces of art objects
- (g) Sporting goods which are for the traveler's use. Fishing rods and tackle require no permit.
- (h) Used toys for children who accompany travelers.
- (i) Trunks, suitcases, bags, etc.

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

(Importation of all other items is at the discretion of the customs official at the port of entry. Availability of

the items at the destination is a factor considered by the Customs Official.)

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

Vaccination -- This is no longer required for travel between the USA and Mexico.

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



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By Gene Henry

As Derby time rapidly approaches, all of us old Cholla Bay competitors start digging into our bag of tricks to try to come up with a winning combination for snagging one of the

coveted trophies.

Believe me, there is no sure-fire method for catching the big one, but there are ways in which you can enhance your chances.

First and most important--by being there!

Second, get out early and keep plugging! Two prime examples are old timers Bob Taylor and George Fisher. These two guys hit the rocks early - and I mean early - on opening morning and keep plugging til dark. And, if you don't believe this is effective, just take a look at their sagging trophy shelves.

Third, use proven fish-catching lures. Each guy has his favorites, but there are certain lures which have time and again proved their effectiveness.

As I've said many times before,

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Draft (single screw).....	2'10"
Draft (twin screw).....	2'2½"
Freeboard, forward.....	3'0"
Freeboard, aft.....	2'5¼"
Height from waterline (clearance).....	6'2"
Weight (lbs., estimated).....	5,200 - 6,300
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if I had my choice of only two lures, they would be the 1-ounce Kastmaster and 3/4 ounce Dixie Jet. The Dixie Jet is by far the overall finest lure I have ever found for seatrout, especially when they are working in close. When you need distance to get out where the big ones are, nothing will top the Kastmaster.

Some exciting new lures have recently hit the market which may give the Jet and Kastmaster a run for their money. One is the Slingsilda, which my old buddy Al Ellis gave me to try. This little jewel is the most lifelike imitation of a baitfish I have ever seen and casts like a bullet. If its fish-gettin' action is half as good as its appearance, it may be outlawed. Bill Valentine tried some at Lobos and swears it's the best lure he has ever used for seatrout. I'll have to be shown, but you can bet your boots I'll be giving it a good workout come Derby time.

Another new type of lure Ken White of Creme Lure Company sent me to try are some plastic jig head creations called "Specs-A-Go-Go" and "Shrimp-A-Go-Go". The Specs-A-Go-Go are so damned lifelike they set your mouth to watering.

Ken tells me these two Go-Go lures are the hottest item for speckled seatrout on the Texas Gulf Coast and he can see no reason why their look-alike corvina cousins in the Gulf of California shouldn't also eat them up.

The Shumaker Company, makers of Dixie Jets, have also come up with a new stablemate for the Jet called the "Dixie Rocket". This little kite-shaped spoon has the same finish and weight of the Jet, but has more of a wiggle on retrieve and sinks more slowly. Cliff Fry, local

manufacturer's rep, tells me this lure has also proven to be a killer of speckled seatrout by Texas Gulf-coast fishermen.

I'll be giving you a complete report on these new lures in the next issue.

While still on the subject of lures, don't overlook those old tried and proven reliables such as Tony Acetas, Lujons, Johnson Sprites and Webber Champs. Also, the granddaddy of them all--the feather jig. Pop South would be a millionaire if he had a 50¢ piece for every trout he has caught on his hand-tied jigs.

Well, that covers most of the contents of the old timers' bag of tricks and some of the new ones. I'm sure many of you have just as effective lures in your good bag I haven't mentioned.

Incidentally, don't be too surprised if some bright-eyed kid with a dime-store rod and reel and a lure no one ever heard of before checks in with the trophy winner.

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No. 312, 7/8 oz.

JERK-JIGGER gets the FISH.



TUCSON SCUTTLEBUTT



ARTHUR SCHWARZ

AUTHORITY MAKES SOME GROW AND OTHERS SWELL.

Our May 13 meeting was well attended. Sort of gets to be a habit. Once you attend meetings it's easier to keep attending. I am sure many of you who seldom get out would enjoy participating in the activities of officers plan for you. Besides, you have several chances to win door prizes.

We had two good movies. One showed the Coast Guard Auxiliary at work. Mr. Lee Schnur of the Tucson C.G. Auxiliary was present to answer questions. The Auxiliary is giving a short 3 lesson course on boat handling and one lesson on trailering. These courses are free. (Date will be announced later.) Mr. Ashenbrenner of RESPIREX OF ARIZONA (Oxygen devices) explain-

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ed the uses of his products. His accordion type resuscitator which replaces mouth to mouth is safer for both the giver and the receiver. He cited an instance when a Highway Patrolman gave mouth to mouth to a person who had an active case of T. B.

How about getting one of the maps showing the correct names of areas around Cholla Bay. Handy to report to Patty where you are going and handy to have when you are stranded.

Wes Douglas, our insurance agent from Phoenix graciously donated the evening consulting those who were insured and suffered damage in the big blow a few weeks ago.

Our door prizes for the evening consisted of a large plug donated by J. J. Kozak & Sons, 6120 Nogales Highway. The other prize was one of our Cholla Bay boat flags. Would you believe it, a father and son won both prizes.

RESULT OF MARRIAGE. LOTS OF LITTLE MOUTHS TO FEED AND ONE BIG ONE TO LISTEN TO.

Forrest Cooley, our Derby Chairman, needs help. Please call him at 326-4696 and offer a little of your spare time.

The C.G. Auxiliary will inspect your boat free of charge and give you a list of what should be corrected. No carbon copy is kept--you get the only list. Without uniforms they can also inspect your boat at Cholla if it is a USA boat and carries a State Registration Number.

IF YOU GET AN EXCEPTIONALLY SLOW WAITRESS, TAKE HER TO THE ZOO AND LET HER WATCH THE TURTLES WHIZ BY.

CHOLLA BAY SPORTSMAN'S CLUB



SEARCH & RESCUE

As Chairman of the Search and Rescue team, I would like to remind you fellow skippers and boat owners of a few safety facts about your boat. As most of you know we have no control or laws governing the safety equipment aboard your craft as the U. S. Coast Guard does in the larger lakes and coastal water of the United States, so all we can do is recommend the following safety equipment every gulf skipper should have aboard his boat.

1. A life jacket for each person aboard your boat.
2. A fire extinguisher or 2 according to size of boat (preferably 1 for electric fire and 1 for gasoline fire.)
3. At least a 300 ft. anchor line and anchor for the size of your boat.
4. A signal flare kit, 1 for night or day.
5. A radio is the most important, either Marine or C B.
6. A first aid kit. (Check it often)
7. A tool kit and few spare parts.

I could list a lot more, but this should be the minimum safety equipment.

As you know our Derby is coming soon. Your Search and Rescue will be in full operation at this time.

A note for the newcomer, don't be afraid to ask a few questions, it might save you a restless night or day on the water.

Last but not least, be sure you have ample fuel supply for a planned cruise. There is no gasoline for sale at Cholla Bay, but if you happen to be short you can get gasoline in Rocky Point.

-Bob Parnell

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The Night of the Big Cholla Bay Blow

By Wes Douglas



Clarke Ash, #RR-26 Next Morning After the Blow

Sunday May 4, 1969 is a day many of our good members will long remember as the day the real estate at Cholla Bay was re-arranged.

The day started out with what we would normally call one of those blasted days that the wind kept everyone earthbound. Clouds built up and the wind grew worse as the day progressed. The only fishermen out were the dirty dozen with Mush Manley, Bill Valentine and others that had chartered large shrimp boats the previous Thursday for their annual cruise to the midriff for the sole purpose of depleting the fish population. Bill's article in the Arizona Republic graphically describes the hair-raising experience they had. I have an idea that each one knelt down and kissed old mother earth when they finally were put back on land. Most of us at the bay either loafed around or made sand buggy excursions to pass the time. The majority left for home when it was evident that there would be no fishing that day. This was fortunate for if the bay had been full of people Sunday

night we probably would have had some serious injuries and even possibly some deaths.

About five o'clock one front came through with hurricane force winds accompanied with extremely heavy rain. This was just a warning of what we had coming.

Apparently the storm split up in passing and then returned from two directions about eight o'clock and managed to bump heads right over our favorite retreat. The first warning came out of the dark with gusty winds of hurricane force and rain approaching cloudburst proportions. It did not take long for the storm to turn into a full blown tornado with winds between 80 and 125 miles per hour. The rain changed to a cloudburst of no mean proportions.

We had guests at El Rancho Mucho Loco, in all, ten people. When the full force hit we lowered our bamboo shades inside each window to dissipate any glass that might be flying should any window give way. The corrugated aluminum roof loosened up at each joint and the water came

in as if we did not have a roof over our heads. Even with a tight roof we had over two inches of water on the floor. My south wall is supported by 4 x 4's buried in 2 feet of concrete at four foot intervals with the roof strapped on with steel strapping. This wall gave as much as three to four inches when the gusts hit. In spite of this we were lucky. The tornado did not touch down on us.

The funnel capriciously touched down hither and yon and everything it touched was demolished. Fifty foot house trailers were picked up, toyed around with just like a feather. Concrete block houses were completely disintegrated and roofs ended up flying through the air damaging anything in their path. Some just broke up and fell in the bay in small pieces.

I found one 4 x 4 with a splinter driven right through it. Another place had a 16 x 32 room lifted off the foundations and disappear leaving the furnishing untouched, not even a feather pillow moved.

Howard Coffinger had his boat "POLLY SI" setting on its trailer in front of his place. The force moved

it across the road and into the cabin of Oscar Newman. It is now established that the "POLLY SI" is also a dry land cruiser.

The places that were damaged were too numerous to try and mention. On Monday morning in the light of day the people left in the bay were able to assess some of the damages done.

At this point I think the members of the Club that have places at the bay owe a great big round of thanks to our good Mexican friends that live in Cholla. Every available person started going around closing up the damaged places to prevent further loss by either water, wind or pilfering. All our Mexican friends left their jobs and unselfishly closed and repaired any place that needed it without any thought of whether they would be compensated for it or not. Isn't it good to know that we have people there all the time who will do everything in their power to protect our places? It is unfortunate there were many places damaged or destroyed that did not have any insurance to cover the damages. However many places were covered with

Turn Page Please



Newman's Cabin #41 After Coffinger's Boat Took Wings

wind damage insurance and the owners will have the losses softened by our Mexican Insurance Company. Eduardo "Lalo" Ibarra spent two days arranging to have the places, insured, repaired. It was a prodigious job but he did everything in his power to mitigate the losses and make all necessary arrangements to start repairs as soon as possible. Unfortunately Lalo had a meeting in Nogales he had to attend so I followed up as well as I could to help him in making the arrangements to get repairs underway. Lalo will be following up to see that all repairs are made as soon as possible.

This was my first experience with a tornado, being an old desert rat, but believe me I hope it will be my last. I don't mind admitting that I was literally scared out of my wits. I can repeat Bill Valentine's statement that I am glad that I am here to once again enjoy the peace and tranquility that we all enjoy so much at Cholla Bay.

**HANG ONTO THE OLD MEMBERS!
HOOK ONTO SOME NEW ONES**

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

WELCOME ABOARD!

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Elwood & Joyce Johnson
Keith & Genevieve Mason
Kent & Jackye Schuck
Philip & Phyllis Taber, Jr.
Gene & Ruth Williams
Herbert S. Ross

TUCSON

Thomas & Jean Cascoigne
Thomas Jr., Gary & Tamara
Cascoigne
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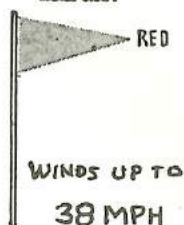
Stand on high point of boat, arms extended straight out on either side, move arms up and down rapidly.

 <p>Stand facing bow, both arms extended in front of body.</p> <p>Mechanical Trouble*Need Tow</p>	 <p>Stand facing plane both arms extended above head. (Not moving)</p> <p>Boat Sinking or Swamped</p>	 <p>Stand facing plane wave both arms rapidly above head</p> <p>Fire on Board*Urgent</p>
 <p>Stand sideways to plane, move arms in swimming motion.</p> <p>Man Overboard & Missing</p>	 <p>Stand facing plane both arms folded across chest.</p> <p>Illness or Death on Board</p>	 <p>Stand facing plane place both hands over ears.</p> <p>Have CB Radio-Wish to Talk to Pilot</p>

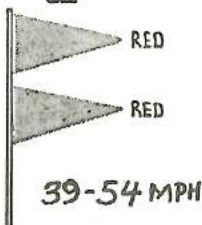
SMALL CRAFT, GALE, WHOLE GALE AND HURRICANE WARNINGS

DAYTIME SIGNALS

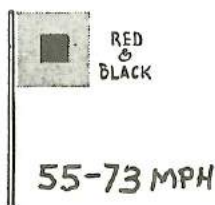
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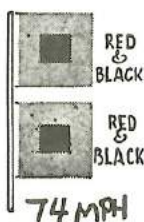
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SCUBA DIVERS



By Wayne Wood

Did you ever wonder what to do on Sunday morning at the Bay? With not enough time to go to your favorite reef and fish before leaving.

Several years ago I decided to take up scuba diving. Since then I have dived from several points between Tucson Beach and Sandy Beach. I carry a spear gun, however I seldom use it. Instead I find myself more interested in watching the small fish, also I have a pretty good collection of shells that I have found.

Considering all the sharks I have caught while fishing, I guess I worried about seeing them under water.

However, I have never seen a shark under water.

I was at the Bay recently on Saturday night. About sundown Patty informed me that one boat hadn't returned. After checking his launch permit, I found he had gone to the sand dunes. Also there was no one at the cabin where he was staying. I talked with some of the members of Search and Rescue and we decided since we did not know whether or not he had lights on his boat, we would leave at 6:00 a.m. Sunday morning to find him. Bob Morris and I have talked about diving on some reef away from shore for some time, so we decided to take our diving gear along.

Well, Sunday morning about 6 a.m. Bob, Bruce (my son) and myself headed out on about a 260° heading and with luck we found the missing boat about 45 minutes later. After towing him in we headed out on a 290° heading. About 5 miles out we anchored over a small reef. This happened to be a weekend of high and low tides and believe me the water moves fast. Actually faster than you can swim. So making sure we didn't

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get behind the boat we went down. The water was about 30' deep and vision was good. There were quite a number of small pinto but after spearing one they all disappeared into the reefs.

We dived at two other reefs on the way back. At one of the reefs we saw dozens of trigger fish. The bottom had 2 or 3 inches of sand and below that a real hard surface like rock. At one time we had to follow the trail the anchor left to find the boat. We ended up with 9 small pinto and 2 groupers, a little larger. By the way I still haven't seen any sharks or mermaids either while diving.

-Wayne Wood

★ NOTICE ★

This past weekend at Cholla Bay, a rumor was in motion that Search and Rescue funds were used at the time that two of my personal friends, Bob Parnell and Harold Johnson, flew down to Cholla Bay to inform me of my mother's death. Their personal monies were spent for this and I feel certain they can produce the receipt.

I am extremely sorry that their and my integrity have been dealt such a low blow. Also, it disturbs me greatly that any member of our Sportsmens Club would feel the need to propagate such information against a fellow member, before being honestly informed of the true business transaction.

A copy of this will be sent to the Chairman of the CBSC Council, so Bob's and Harold's records may not be scarred.

Thanks,

-Lyle Rogers

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Hi, there, from time to time I'll be sending in an article on Safety and I hope this way to make some new friends, but I will not be able to if you blow you and your boat up with gas fumes.

Nothing in any of these articles will take the place of a doctor or even a first aid course.

Of course a course (ouch) in first aid, water safety, respecting the rules of the road, or taking the time to check you, your guests and more important your craft, if it be an inner tube or a 150' boat is always in order.

Here is a "juicy" little note, I thought you might not like to hear. Here in Arizona it is the law that reads in effect: "No alcoholic beve-

rages shall be consumed in a moving vehicle." This includes boats. Now, just a cotton pickin' second, do not get any fool ideas about me, I have a second set of elbow muscles myself, just thought I'd pass along what I've been told.

For this first article, let me leave this idea with you. In case of an accident or sudden illness, don't panic! Keep as calm as you can (till it's over), do as little as possible to help, remember this, many times everything you do will have to be undone by a doctor, so take it easy.

May the wind be at your back and the fish you want be on your hook.

-Ken Skinner

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My Gawsh--how Cholla has changed since I first went down to wet a line in 1946.

I remember way back, when the only inhabitant besides the Sea Gulls, Pelicans and Ospreys, was my good little buddy (long since gone to his reward) Fredricko. He had a little cardboard hut set up just about where Ramon and Patty's radio shack now stands.

Fredricko was everyone's friend, and could guide you to spots just loaded with Pinto and Grouper. Back in those days, you could load up with all the fish you could stuff into your ice boxes within a five mile radius of Pelican Point.

Through word of mouth and a smattering of publicity, more and more fishermen began to trailer boats to the picturesque Mexican spot, and gradually a mini-city was brought to life. Another good Mexican friend (now deceased) who helped get the ball rolling, was perhaps one of the finest gentlemen I have ever known. Sr. Nacho Quiroz was his name, and he brought the very first merchandise store to Cholla, as well as the first rental cabins for us gringo fishermen to use.

I'll never forget one incident that took place about 1951. I had drawn

a map of the Rocky Point-Cholla Bay area and had shown a few offshore reef locations where I'd found fish. Not knowing doodle about triangulation and navigation, I had just inked in reefs at the approximate locations as I remembered them. The Arizona Wildlife Sportsman printed it with a special section on the Gulf. Sharp old Nacho took a copy of the map, put his own little advertising pitch on it and had several hundred copies printed to pass on to visiting fishermen. A buddy and I had gone to Cholla to spend a week's vacation and our luck had been lousy. Sipping cold Cerveza at Nachos Bar one evening, I asked him where the !!!!!!! all the fish were. He didn't know me at the time, so when I asked him my question, his face lit up like a Christmas tree and he proudly

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whipped out a copy of my map and started showing me his "special" map of where the fish could be found.

Needless to say, we both had one helluva big laugh when I introduced myself to him.

The shoreline fishing back in those days, was well worth the effort--believe it or not, I'd secretly hope that the wind would blow hard enough to keep me from launching my boat, so that I could get some time in casting from the rocks between Pelican Point and Sandy Beach.

Gad the rock fishing was great! Cabrilla, Sardineros, Pinto, Small Grouper, White Sea Bass, Yellowfin Corvina and Sea Trout and Mackerel could almost always be found, if you worked the slippery rocks hard enough.

It's been many, many years since

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I've had a problem hauling a stringer full of big fish back to where I'd parked the pickup.

We used to catch 40 to 50 Sea Trout, by casting white 'Yankee' feather jigs, smack dab in front of the present day launching sight. I guess that all of the boat traffic along with the Gill Netters put a stop to it years ago. I've seen schools of Mackerel so large, that you could travel 6 or 7 miles in either direction from Pelican Point and never get out of them. I've caught as many as forty-five big Yellowfin Corvina intermixed with Cabalocuchi (California White Sea Bass) running between 20 and 40 pounds, just zig-zag trolling a Martin plug off Pinto Point.

Those good old days are gone forever and I sure as hell miss the lazy way us Gringos used to catch fish at Cholla, but you sure can't fight progress, so I guess the only thing to do is just fish harder and farther, and maybe someday we'll stumble onto an area as productive as Cholla used to be.

-Bill Valentine

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By Mel Jarvis

For this year's Derby, I made myself a promise, or I should say I made Debbie a promise, that we were going fishing one day of the Derby. "Debbie J." being a new boat, everything should be shipshape, but you can bet your last peso I'll still check everything as if she had a thousand hours on her.

Now whatever you go down to the sea in, there are some points of maintenance that should be checked... I'm sure no one wants to spend time on the beach working over a dead engine. I know I've been over this before, but as they say, you can't overdo a good thing.

Lubricate the engine where needed and its components, go easy; however, a little grease goes a long way on a Marine engine.

Check your engine oil, if its dirty--change it and also the filter. Be sure to run the engine to check the filter for leaks. It's always best to change the oil while it's hot, running the engine with your flushing device, before changing.

Pull the spark plugs, clean and regap. If they look burnt or oily, replace them. Sandblast I/O or in-

board plugs but wire brush or replace outboard plugs.

Look the points over, regap or replace. If you replace the points or just regap them, clean and grease the distributor can. If you do replace the points, replace the condenser as well. Burnt points indicate in some cases a weak condenser. Clean the distributor cap, check for cracks, make sure the plug wires are tight in the cap, and that there is no corrosion. After

Turn Page Please

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Cholla Boy — Gus Brown

regaping or replacing be sure to re-check the engine timing. Look over the plug wires for cracks and make sure they are tight on the spark plugs.

Check the fuel system and clean or change the fuel filters. If you don't have fuel filters, get them, they are a must for Cholla boats.

Check over the water pump belt, you should have 1/4 in. to 1/2 in. belt tension on the I/O, with slight finger pressure or belt on V-4 outboards magnetto belt tension should be 1/4 inch.

Service the outdrive, upper gear box, lower gear box and tilt gear. With O. M. C. type c grease lube the three of four grease fittings with type A marine grease. Look over the prop. If the blades are bent or

part is gone, have it reworked. An out of pitch prop will in time knock out the lower unit seals.

A last point of maintenance. Check over the electric system. Make sure the battery is secured and check water and cell condition. After cleaning electric connections coat with any good corrosion preventative.

Test run the engine, check your timing, adjust carburetor, check the shift control box, adjust if needed. Check steering system, cables, etc., etc... give the old gal a general once over and a pat on the transom and you're ready for sea. See you on the reef come Derby time...

-Mel Jarvis

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-Patty

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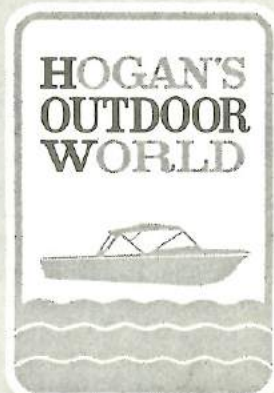
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The weekend after the May storm Mrs. Burch and I went to Cholla to meet Mr. C.E. Dawson, a marine biologist from the Gulf Coast Research Laboratory of Ocean Springs, Mississippi. Mr. Dawson was especially interested in collecting specimens of wormfishes which are small eel-like fish about 4 to 6 inches long. These fish which have the scientific name of Microdesmus occur further south and Mr. Dawson wanted to see, if they occurred here too. The University of Arizona collection contains one specimen from Marua, so they probably occur at Cholla too.

These little fish live in holes in the sand or mud and apparently are most apt to be found in estuaries, so we climbed aboard our COOT--the go anywhere buggy--and chugged up to the Choya estuary. We got a lot of fish including some "half beaks" that looked like miniature swordfish except that the "sword" was the lower jaw instead of the upper jaw but no wormfish. We were up the north fork of the estuary and decided to try the south fork and cut across the marsh to get there. We were crossing a clear sandy area which was riddled with small holes made by crabs and ghost shrimp when the impossible happened--the coot got stuck!

The tide was coming in so I said not to worry, the COOT also is a boat and would float when the water became deep enough. So Mr. Dawson collected more fish and Beatrice

and I dug up some of the ghost shrimp. One of the kibitzers that gathered around even found a rare clam called Cyclinella. Pretty soon I realized that the high tide which was only 9 feet would not reach the coot and since I didn't want to wait for the midnight high tide which was about 12 feet, I hitched a ride to Cholla and came back with my carryall. As quite a few of the readers know my carryall is equipped with a winch. During the past three years I've winched about 50 assorted vehicles out of the sand or mud in Cholla Bay area. Unfortunately the last time I pulled someone out of the sand (a big camper from California) I apparently wrecked the winch. Anyhow this was the very first time I've ever needed this winch for myself and it wouldn't work. It just sounded like it was chewing its teeth up inside.

Well, anyway, we eventually got unstuck and the next day went up to the Black Mountain estuary where we collected a lot more fish but still no wormfishes. If anyone manages to catch a fish like the one shown here--or any other unusual fish--I'd sure appreciate it, if you would bring it by the Oceanographic Station. If no one is there, put it in the drum of formalin that is on the patio. Bags and labels are on the drum so that fish won't get mixed up.

-Tom Burch

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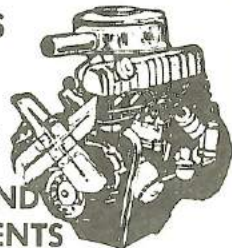
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NUMBER CAUGHT
WEIGHT OR LENGTH
WHERE CAUGHT
ANYTHING ELSE YOU THINK OF
INTEREST

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-TOM BURCH

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