



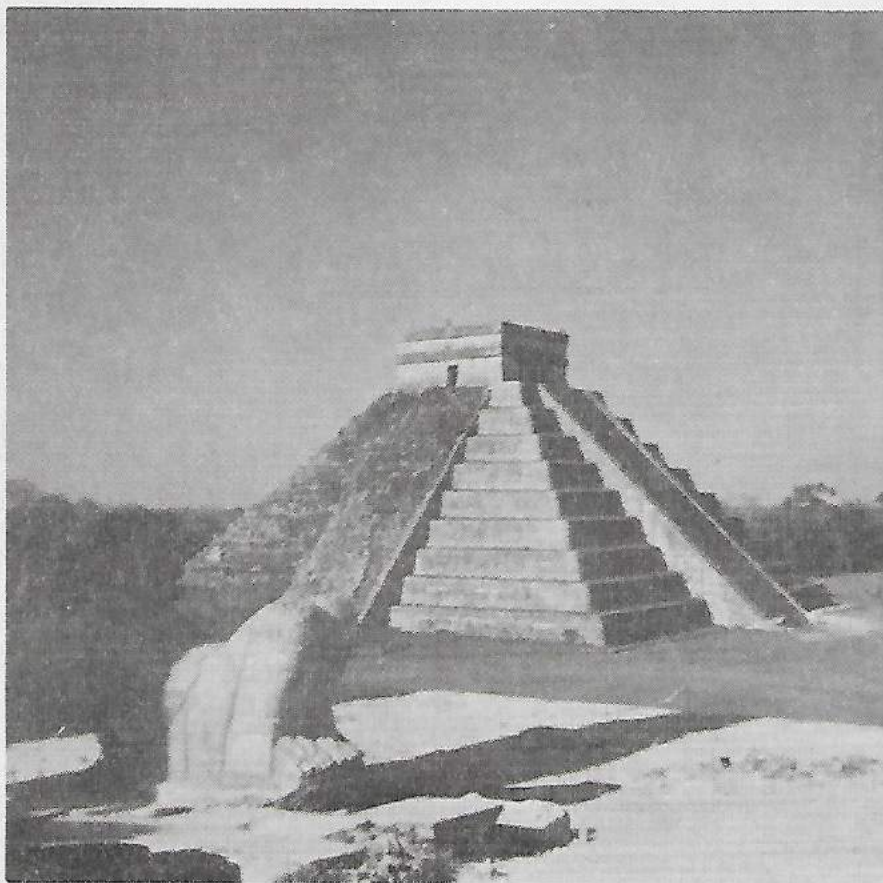
OFFICIAL PUBLICATION OF THE CHOLLA BAY SPORTSMAN'S CLUB

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VOLUME 14, NUMBER 7

JULY 1971

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**CHOLLA CHATTER**  
 Official Publication of the  
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**Don't Miss Your Meetings!**

**JULY 13th**  
**8 p.m.**

**PHOENIX** Goettl Auditorium  
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Signed at \_\_\_\_\_ State of \_\_\_\_\_

This \_\_\_\_\_ day of \_\_\_\_\_

19 \_\_\_\_\_

Witness \_\_\_\_\_

Applicant \_\_\_\_\_





## DERBY PRIZE FISH

### GRAND PRIZE \*\*\*\*\*

White Sea Bass 71 lbs. 8 oz.

Ed Brackett

\*\*\*\*\*

### Biggest Fish - Lady

1. Minnie Dunn 3 lbs. 12 oz.

Mackerel

2. Mildred Parnell

### Odd Ball Fish

1. David McKee

2. Gary Gentry

3. Tom Thomas

### Skin Diver - Fish

1. Bob Morris

### Skin Diver - Shells

1. Bob Morris

### Beach Shells

1. B. J. Horton

2. Phillip St. John

### Boy Under 14 Biggest Fish

Kevin Ellis

### Smallest Fish

Cindy Vezzetti

## FRIDAY WINNERS

### GROUPE

1. Manuel Rojas 53 lbs.

2. Bill Elmer 47 "

3. Gloid McCluskey 46½"

4. Gerald Cluff 46 "

### PINTO

1. Johnny Villa 17lbs. 8oz.

2. J.D. Lindley 17 "

3. Cliff Burrow 16 " 8oz.

### WHITE SEA BASS

1. Ed Brackett 71lbs. 8oz.

### ROCK BASS

1. Dorothy Richardson 11½oz.

2. Mike Pinnix 7½"

## SEA TROUT

1. Gene Henry 6lbs. 6½oz.

2. Mike Henry 4lbs. 12 "

## POMPANO

1. Jerry Henry 12½oz

2. Bob Wendt 8 "

## MACKEREL

1. Bill Parsons 4lbs. 15 oz.

2. Minnie Dunn 3lbs. 12 oz.

## RED SNAPPER

1. Art Sneed 11 lb

2. Paul Johnson 9lbs. 11 oz.

## PARGO

1. Harry Capen 17lbs. 8 oz

2. Jim Sheean 16lbs.

## COCHI

1. Dick Allyn 6lbs. 1 oz.

2. Bob Woof 5lbs. 14 oz.

## LADY FISH

1. Mike Henry 15½ oz.

## SARDINERO

1. Hal Fredrickson 12lbs. 8oz

2. Lee Rogers 12lbs.

Jim Bryant "

Art Sneed "

## SATURDAY WINNERS

### GROUPE

1. Leo Schraden 33lbs. 8 oz

2. Manzelo Zalrzan 28lbs. 8oz

### PINTO

1. Ed Perlmutter 17lbs. 10oz

2. Chas. Nelson 17lbs. 8oz

### ROCK BASS

1. Johnny Abram 10oz

### SEA TROUT

1. Mike Henry 2lbs. 9oz

2. L. A. Turner 1lb. 1oz

### POMPANO

1. Bob Wendt 1lb. 1oz

2. Jerry Henry 13oz

## MACKEREL

1. Susan Clausen 3lbs. 8oz.
2. Chas. Meadmore 3lbs. 2oz.

## RED SNAPPER

1. Hal Fredrickson 11lbs.

## PARGO

1. Bob Pennington 17lbs.
2. Garry Stauffer 14lbs. 12oz.

## COCHI

1. Joe Blunk 5lbs. 13oz.
2. L. A. Turner 3lbs. 6oz.

## SARDINERO

1. Bob Thomas 15 lbs.
2. Jim Bryant 14 lbs.

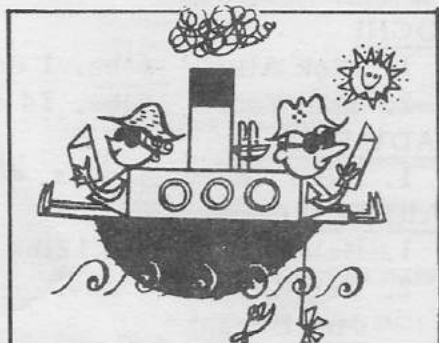


By... MEL JARVIS

With the Derby in the past and with the number of boats that went into the water versus boats that had trouble, everyone must have spent the first two week-ends before the Derby getting their boats checked over. Those that did have trouble were either close in or with other boats.

The two days of the Derby there were over 200 boats launched plus boats before and after the Derby. I think the percentage is something to be proud of.

With the summer heat upon us a lot of us won't be going down to the Bay and the rig will be put in storage for a while with the hull washed down and all the bright work wiped down, I hope. If your boat is stored outside with just a mooring cover and if its a tight fitting cover you should make sure no water is left in the boat bilge, with no air circulation you end up with evaporation or condensation, anything left in the boat will mildew or rust. Air pockets should



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be installed in tight fitting moorings to allow air to circulate thru the boat.

Boats left in boat houses should not be left with compartments closed up tight. On the Debbie J. all compartments are left open as is the engine compartment and fish box, so air circulates thru the compartments. Boats with cabins that are equipped with a "Head", should be pumped dry so the water left in the bowl, if any, can not evaporate and cause condensation in the locked up cabin. Last but not least, fill the gas tanks. Next time you do down, you'll be ready to go and will have a lot less water in your fuel system.

Mel Jarvis

MEL JARVIS

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Chairman

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Come dressed as you were when the Ship went down!!

For tickets contact Dick Allyn, ticket Chairman 969-5852, Betty Capen 272-2205, Mary Sanderson 946-1346 or Peg Allison 277-1393. Tickets are also available at the CBSC meeting in Phoenix.

Members who have tickets to sell, must have all money or tickets turned in to Dick Allyn by August 10th, Phoenix general meeting - as definite reservations must be made with the German-American Club by August 11th.

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## COURTESY??

On Sunday morning, after the Derby, our son David, was towing our Jeep back to Tucson, on our truck. About 15 miles out of Cholla Bay, the front wheel caught fire and would you believe, not one Gringo stopped to see if he needed any help. On yes, one truck stopped and asked him, "Do you have any extra gas?" when he said no, they went on. Then he got that fixed and outside of Why, he had a flat tire and again no one stopped. It took him 9 hours to get into Tucson. We didn't find any of this out until Monday evening, when he got back to Phoenix. Never have we passed a car, truck or anything else that was stopped along that lonesome road, without asking "Having any trouble?".

On Monday morning about 30 miles out of Sonoyto, we came upon a sandbuggy broken down. As we had our David's fancy Chevelle, we didn't have a tow chain or anything else. Harry drove on into town and got a tow chain from Vasquez, my Mother and I stayed at the liquor store, and he went back out and towed the buggy thru the American border. Can you imagine how we felt, when we heard David's story. What happened to that old Golden Rule, or was everyone forgotten it??



## FROM THE EDITOR'S DESK

---

First, I must apologize to the members. Imagine I'll get fired from my job as Editor for disclosing this. I forgot I was Editor of the Chatter, over the weekend. No one can say my job has gone to my head. Betty Munro came up to me Saturday night at 10:30 and suggested we get together and compare notes on Sunday, then it dawned on me. I hadn't taken any notes, any pictures and as yet, didn't know who had the prize fish and etc.. Don't get the idea I was idle. Had been doing a little bit of everything, selling tickets, hauling things, in general just trying to help. Good thing the Capen's had two vehicles, they were being used constantly. Also running around helping Harry. Well, what can I say? You'll have to admit I outdid myself on the Derby issue. Right? No one has bothered to get articles to me for this issue, so doing the best I can. Know you wouldn't appreciate everything written by me. Excuses are a sign of weakness to me, so I'm not going to make anymore.

Betty Capen



## A NEAR TRAGEDY

Not all rescues were made at sea during the Fish Derby this year. We feel that we saved the life of a teen-aged young man, simply because we went shell hunting on Saturday morning.

We were shelling on the beach over by Black Mountain when two teen-aged boys came up and asked for a ride to Choya, explaining they had a flat on their sand-buggy which was on the West end of Black Mountain, and had no spare or jack, and perhaps we could get the tire and thus save them the extra trip back for it.

We were about 100 feet from their buggy when we could see that another teen-ager was hanging from it, his feet and legs about half way to his hips, were in the car, but his body was on the hot sand, face down. He appeared to be dead. We all, the first boys, Ray, myself and a Mexican man and his wife, who were in a car right behind us, immediately tried to revive him, but there was no response. His nose and mouth were full of sand. We had a jug of water so washed his mouth and tried to give him a drink but the water only ran out of his mouth. We then poured water on a cloth and sopped it around his face and neck, this seemed to give a little reaction and his eyes opened to a blank stare, then rolled towards his forehead.

The boys who knew him began calling him by name and this brought a little response. There were supposed to be two others with him but we did not see them anywhere. Ray and the Mexican who helped, both thought we had better get this one back to Choya immediately, so they carried him and put him in our Sand-Buggy, and we brought him back.

The Mexican and Ray both think that he wouldn't have lasted more than five minutes longer had he not been found, he was that near gone, and lying there in the boiling sun with his nose and mouth buried in the sand. It wouldn't have taken much longer before his life would have been gone.

The original two who had asked for the ride were very polite and appreciative boys. They thanked us over and over for helping. We saw one later and he said the two who were missing had come in, we didn't ask how or when. Believe you me, they will never realize how near they were to serious trouble had we not volunteered to help them with their flat tire.

When we got the boy back to Choya, he was so helpless they had to carry him into the house. We do not know any of these boys, we did not ask, but we do hope they have learned that the desert is dangerous without water and tools.....

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Hal McKenzie, Derby Chairman

Another year, another Derby has gone by. I wish to "Thank" everyone who helped in any way. There are too many individuals to list separately, just "Thanks" to anyone who did anything. We had our problems, but most of them were overcome. We served approximately 1900 people at the Fish Fry, gave the biggest Jackpot prizes and gave over 53 prizes in the "Fishing" category. Thanks again.....

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Green Chile Salsa Skilletburgers

- 2 Tbls. salad oil
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- 1 tsp. seasoned salt
- 1 tsp. prepared mustard
- 1 can (6 oz.) Ortega Snap-E-Tom (or 1 cup tomatoe juice)
- 6 toasted hamburger rolls

Heat salad oil; add beef and cook over medium heat, stirring occasionally until lightly browned. Stir in Green Chile Salsa, salt, mustard and Snap-E-Tom. Cover and simmer 10 minutes. Serve over rolls. Makes 6 servings. Compliments of Heublein Inc. Food Division.

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Oh, for the return of the good old days! You won't believe this, but I can remember many times, standing on the lava rocks both to the right and to the left of where Patty's radio station now stands, and on an incoming tide, catching from forty to fifty sea trout by long casting feather jigs into the Bay at that Point. I also remember casting jigs and abalone 'killer' lures from my drifting boat on an outgoing tide, and absolutely loading up with bull trout, in that section of the bay by Black Mountain.

I can also remember slipping and sliding over the rocky shoreline between Sandy Beach and Pelican Point (this was before you could drive to either place--you had to walk most of the way from where you'd set up camp) and catch so many dang fish, that I actually needed help to haul them back to camp. Not because I was such a hotshot fisherman, but simply because the fish were there, and all you had to do to catch them, was to stick a lure of some kind in front of their face and then let nature take its course.

I fully realize that that kind of fishing will never return to Cholla, for the simple reason that there are just too many people and too much boat traffic spooking them away. There is also too damn much gill netting! This is one helluva big problem.

There are two definite sides to this problem. On the one side are the gill netters themselves. These guys are hard working fishermen, working their tails off in all kinds of weather and conditions to make a buck to feed their families or just to make enough money to live. These hard nosed fishermen could care less for the problems of the sport fishing tourist--Not one dime of the tourist dollar ever reaches their hot little hands, so why should they give a damn about the gringo fisherman--actually, he is their competitor. In all honesty, I just can't blame them.

On the flip side of the coin, are the sport fishermen. The only reason 90% of the tourists go to Cholla Bay, is for the fishing. Of this 90%, about 25% of us enjoy surf fishing. There is a thrill to casting a lure as far out into the mysterious waters as possible, and retrieving it with all the skill you can master to try and fool a cruising fish to whomp it--you never know what it will be--it could be a two pound sea trout or a twenty-five pound Corvina--this, to me, is fun fishing. Surf or spin fishing, in the Cholla Bay--Rocky Point area, is now a thing of the past. The times I've tried it this year were so frustrating it would make a grown man cry. On the very few times that I would actually finally locate a herd of fish, I'd no more than get a hookup, when zoom--gill netters would come roaring up, over the side would go his net and in ten minutes time he would wipe out the school of fish I had located. Yellowfin Corvina running up to thirty pounds, California Sea Bass up to forty-five and fifty pounds, and Totuava used to migrate along the rocky shore in great schools, often times

feeding within range of a surf-caster. These days are also gone forever. The netters have harvested so many of these beautiful fish that they just don't appear off shore anymore.

The tragedy of the whole affair, is the glaring fact that now, through the results of excessive gill netting, there flat just aren't any fish left along the sterile stretch of shoreline between Pelican Point and Sandy Beach--none for the gill netters and absolutely none for the sport fishermen, and I understand that the stretch of beach between the two Estuaries is rapidly becoming the same way, due to hungry gill netters. It looks as tho Cholla Bay-Rocky Point and the Estuaries are going to become more and more unattractive to the sport-fishermen, and unless corrective measures of some kind are not taken soon, us sport fishermen are going to have to find new areas to fish. ●

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## **SOUTH OF THE BORDER, DOWN MEXICO WAY**

Only a few Mayan archaeological sites have been excavated and restored. There are over two thousand known sites in Yucatan and Chiapas in Mexico, and in Guatamala. It will take many years of work at each location to explore them properly, and the huge amount of money needed to finance these digs is not available. We do not know the complete history of the Mayas because the ancient writings are not fully understood. Only three Mayan books are in existence, the rest having been destroyed in Conquest times, or by natural causes. A copy of one of these books, the Dresden Codex, is in the museum at Campeche. It is a small book, unbound. The pages are uncut, and fan-folded accordion style. The hieroglyphs are delicately drawn in color. Hundreds of books have been written about the art and customs of the Mexican Indians but much of their history is still buried.

Visiting the famous ruins at Palenque was an exciting experience. It is in the high jungle hills of Chiapas, 22 miles from the main highway. Overnight parking space is available at the ruins but there are no facilities. We did

not drive to the ruins but parked near the church in the town of Palenque. It was Christmas Eve and small boys with large fire-crackers and natives and tourists were celebrating hugely. Jack did not want to leave our rig unattended so I took a cab the five miles to the ruins. The driver took every sharp curve on that steep and very winding road at 60 miles per hour. On one curve we met an Indian on horseback, leading a second horse. Both horses reared in fright, and so did I. The first sight of the great pyramid, the Temple of the Inscriptions, and the ruined temples with their lacy roof combs was tremendously impressive. I am afraid of heights, but I started to climb the steep and narrow steps of the pyramid, and reached the top with quivering knees. Then, to reach the tomb in the heart of the pyramid I descended two flights of damp and dangerous stone-cut steps, lit by a single dim bulb. There was no safety rope. This rubble filled stairway was discovered in 1949 but it was not until 1952 that the stairs were cleared and the tomb opened. An intricately carved stone slab, weighing many tons, was raised to reveal the skeleton of a priest-king. His clothing had disintegrated but a great deal of jadeite jewelry was found. Most Mexican pyramids are thought to be temple bases and this was the first tomb found. The museum on

the grounds displays the grave jewelry and many sculptures and carved panels from the temples. Guides and guide books are available, and the entrance fee to this ruin, as to other in Yucatan, is 3 pesos.

Driving toward Merida from Campeche we reached the small village of Bolochen de Rejon. All the women wore the distinctive white huipil, a shapeless garment decorated at square neck and hem with colorful embroidery. It is worn with an all-white embroidered slip hanging several inches below the hem of the huipil. Several women were drawing water from a well in the center of the plaza, using beautifully shaped two-handled pottery jars decorated with free hand line designs. The women carried these jars on their shoulders, walking easily with a lovely grace. We learned that we could buy these jars in the town of Ticul, near Uxmal. We visited a pottery shop there and watched small boys painting mold-formed animals, familiar Mexican souvenirs. Jugs, dishes and bowl were wheel made by a tiny and very old Mayan woman. She was working on a very large bowl. She sat on the ground, her huipil tucked under her body. She shaped a ball of clay, then pressed and formed it to the sides of the bowl with swift sure strokes, turning the small kick wheel with her bare toes. The clay she used

was unrefined; screened, dampened and used at once with no curing time. The brick kiln was large enough to hold at least twenty huge urns or bowls. We bought several jars and some small pieces of unfired, hand-polished ware. These pieces retain the creamy tan color of the clay, so different from the familiar red of fired pottery.

The first glimpse of the pyramid at Uxmal comes from a great distance as you drive through the flat and rocky countryside of Yucatan. Uxmal is a large site, well restored. There are wonderfully intricate carvings on the buildings. We liked the House of the Turtle with its frieze of carved tortoises. There is an excellent hotel nearby but no trailer facilities. Other ruins in the area may be reached by jeep over very rough roads. It is an all day guided tour covering about fifty miles.

From Merida we visited Dzibilchaltun. Very little restoration has been done here and may never be possible because stones from this site have been carted away for building purposes for many years. This may be the oldest as well as the largest of the early Mayan sites dating perhaps from 2000 B. C., as determined from tests made on artifacts found in the rubble and in the cenote, the sacred well.



From Puerto Morelos on the Caribbean we drove to Tulum. It is 60 miles on a fairly good road through many coconut stands. We explored several side roads which led to beaches and lagoons. Two large resorts are being built in this area. We saw many birds. We could not identify them as they were just quick startling flashes of color, except for a toucan which flew across the road in front of our truck. Tulum is a Mayan seaport. It is a small walled city built high on a cliff. It is a strategic location as the surrounding coastline is completely flat. We entered the ruins through a hole in the city wall. This hole created a frame for the small pyramid built on top of the highest point on the cliff. We climbed to the top of the pyramid, unprepared for the sight of the Caribbean spread out before us with its incredible colors, and the white coral beach far below.

On our return to Merida we stopped at Chichen Itza. There are no trailer facilities. We parked on the grounds of the Hacienda Chichen. It is a lovely old place which housed the archaeologists during the early days of the excavations at the ruins. The buildings at Chichen Itza are well known. We wandered through the Ball Court, the Court of the Thousand Columns, and the Mercado. We took the picture on the cover of the Chatter from the top of the Temple of the Warriors looking

towards El Castillo. This is probably the most photographed site in Mexico. Early the next morning I visited Old Chichen by myself. There was a heavy fog. I walked through the deserted grounds and the fog lifted just as I reached the Caracol, giving me a private and memorable view of this famous circular observatory.

The last major ruin we visited was the Totonac site of El Tajin, near Papantla, Veracruz. It is being excavated by Mexican archaeologists and many buildings have been partially restored. The pyramid is very distinctive with its hundreds of niches. This site is where the pole-dancers, the Voladores, perform. From the top of the highest mound I could see dozens of brush covered mounds in all directions. This is another site that holds great promise. Gradually more and more answers to the questions about the past will be found in the magnificent ruins of Mexico.

Gladys Weber

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EGGS A LA SUISSE

Spread the bottom of a dish with 2 oz. of fresh butter; cover this with grated cheese. Break 8 whole eggs upon the cheese without breaking the yolks. Season with red pepper and salt, pour a little cream on the surface, strew about two ounces of grated cheese on the top and set the eggs in a moderate oven for about a quarter of an hour. Pass a hot salamander over the top to brown it.

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Chicken Enchiladas

2 Tbls. salad oil  
 $\frac{1}{2}$  cup chopped onions  
2 cups chopped cooked chicken  
1 can (7 oz.) Ortega Green Chile Salsa  
1 cup sour cream  
 $\frac{1}{8}$  tsp. salt  
Salad oil  
12 tortillas  
1 cup light cream  
1 cup chicken stock or bouillon  
 $1\frac{1}{2}$  cups Cheddar or Jack cheese

Heat 2 tablespoons salad oil; add onions and cook until tender. Remove from heat. Mix together onion mixture, chicken, Green Chile Salsa, sour cream and salt. Heat salad oil. Cook tortillas in oil for a few seconds. Combine cream and chicken stock. Dip tortillas into cream.

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P. O. Box 146      Te. 14  
Lukeville, Ariz.      Sonoyta, Son.





Mel Jarvis

Search and rescue really made out this year. I never saw so many good running boats and sea wise skippers. Those that did have trouble either made it in on their own or with the help of their Buddie boat.

I've noticed in the past two or three years we are having less and less boats that have trouble. Oh there still are a few, but then thats to be expected. Reasons for our good luck are many...there are better boats, our radio station, launching system, and our skippers are becoming sea wise and equipping their boats better with spare parts, radios, etc., and the one thing that tops the list is the Buddie system. In other words, you're looking out for each other. You don't necessarily have to know a guy to be a buddie boat. If you're on your way in and you see a boat dead in the water, it only takes a minute to check and see if he is having trouble or just fishing.

Friday Deb and I were on 18 mile reef and along late in the afternoon we kept hearing boats calling Cholla

radio that they were coming in and asking if everything was alright on their way. This is one of the end results that Search and Rescue has been working toward.. THE BUDDIE SYSTEM.

When we first organized Search and Rescue in 1964, I said our main purpose was to encourage water safety, encourage carrying safety equipment on board and how to use it, and the importance of boat and engine care of boats used in the Cholla waters. Thanks to the hard work of a lot of good guys I feel we have made a big step in that direction.

A big thanks to Clint Yates, our Phoenix Search and Rescue pilot for having his plane on hand for this years Derby.....

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COPY OF LETTER  
SENT TO FRANK ZIMMERMAN  
TUCSON SEARCH & RESCUE  
CHAIRMAN

Dear Mr. Zimmerman:

I would like to thank you and your friends in the help you tried to render in the search for my son Lawrence Huber and his wife Marguerite. I lived in the hope of their recovery but my prayers were not answered, although I strongly feel that the 2nd body that lay against that of Marguerite was my son. He was a marvelous swimmer having swam all his life, passed his life-saving, dove 50' for coral and shells in the South Pacific. Saved another man's life in a rip tide near Harveland Island in the South Pacific. That's why I feel sure that the rope was used, they stayed together and died together. My grief is for their suffering and the lost to the world for what they both had to contribute. Thank you again and all your friends for their assistance.

Yours,  
Mrs. John StooB  
623 River Road  
Maumee, Ohio

(This letter is from the Mother of one of the couples lost out of San Felipe)

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TUCSON SCUTTLEBUTT



July 1971  
Art Schwarz

To all our members who are ill we wish you a speedy recovery and hope to see you real soon at the meetings and at the Bay.

DID YOU HEAR ABOUT THE INDIAN WHO COULDN'T TELL HEADS FROM TAILS? HE SURE HAD AN ODD LOOKING COLLECTION OF SCALPS.....

Our June meeting was quite a success and much was accomplished. Several members volunteered to man the scales during the Derby, and others offered

their services wherever needed. We discussed aid to the inhabitants of Cholla Bay in getting a school bus to convey their children to Rocky Point. To date \$538.00 is available for this purpose and it is hoped more can be raised during the Derby Days.

The stricter ruling at the border was discussed. It appears that only enough food for a week-end(3 days) will be permitted across. No beer at all. We should remember that we are guests of another country and they call the shots. Our own border guards are very strict about what we can bring back from Mexico. For those who want to stay longer in Mexico you can buy all the food you need below the border and much of it is cheaper and every bit as good as you can buy in the States. They let us use their land to live on and their waters to fish in, so why shouldn't we reciprocate and give their business people an opportunity to make a profit.

A COMMITTEE IS SOMETHING THAT KEEPS MINUTES AND WASTES HOURS.....

Bill Griffith related a harrowing experience he and his wife had some weeks ago. It seems

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they went out about 2½ miles in a 12' boat in a perfectly calm sea and anchored. While fishing an 11' Mako black shark made an appearance. After circling the boat a few times it got tangled up in the anchor rope. It took a deep dive and pulled the boat under after it, leaving Bill and the Mrs. floating in the water. Fortunately they wore preservers and after about 45 minutes a shrimp boat picked them up. Their boat, not having sufficient flotation remained on the bottom and has not been seen since. Bill, I know the entire Club congratulates you on your good fortune.

SOME GUYS ARE SURE LUCKY. ONE MAN RECENTLY RECEIVED A DIVORCE AND WAS GIVEN CUSTODY OF THE MAID.....

ODD BALL SON "DAD I AM IN LOVE WITH A GIRL". FATHER "THANK GOD YOU MADE THE RIGHT DECISION".....

Port Captain Tony Delgado and his second in command, Victuro Cabrera, are very pleased with the radio installation presented by the Tucson Chapter of our Club. The first day's test enabled the Captain to speak to a point 160 miles distant. Dr. Max Burmeister contributed a battery charger and Chris Tatum contributed an 18' antenna with mounts and all the labor of installation. Altogether they have an outfit that would retail for over \$300.

ALL MARRIAGES ARE HAPPY. ITS LIVING TOGETHER AFTERWARD THAT CAUSES ALL THE TROUBLE.....

A MAN BOUGHT A MINK FOR HIS GIRL FRIEND. HE GAVE HIS WIFE THE TRADING STAMPS AND THEN EVERYBODY WAS HAPPY.....

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Having had many inquiries about charter boats at Cholla Bay, especially by new Club members, we have listed below the following information, for contacting them.

CHARTER CAPTAINS

- |                                |        |
|--------------------------------|--------|
| Hector Munro                   | Box 35 |
| Ramon Perez                    | Box 41 |
| Marcella Salazar               | Box 55 |
| Nacho                          |        |
| Puerto Penasco, Sonora, Mexico |        |

As I don't have a mailing address for Capt. Nacho, use the Box 41 and etc.

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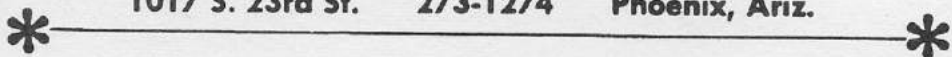


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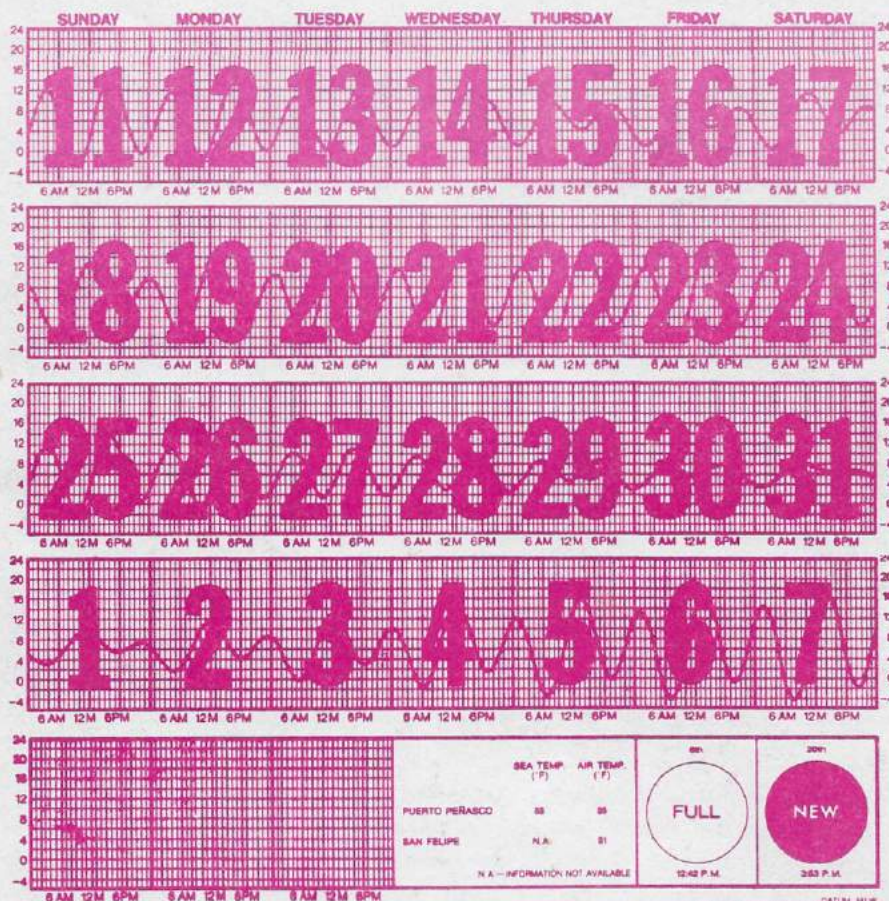
CHOLLA BAY SPORTSMAN'S CLUB, INC.  
 P.O. Box 7171, Phoenix, Arizona 85011

BULK RATE



Mel & Debbie Jarvis  
 308 W. Campbell  
 Phoenix, AZ 85013

**JULY 1971 AUGUST**



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