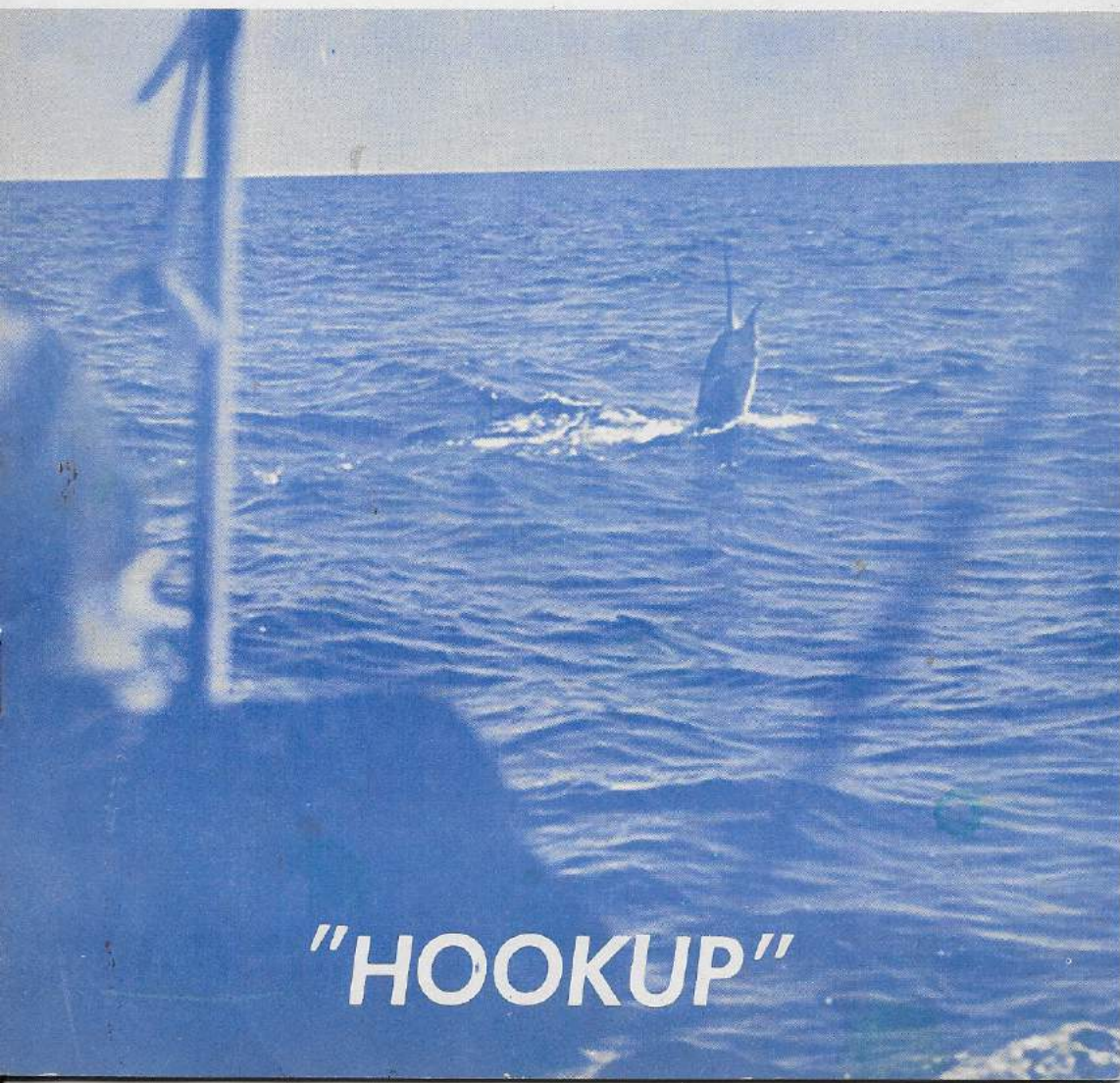




OFFICIAL PUBLICATION OF THE CHOLLA BAY SPORTSMENS CLUB

Volume 13, Number 8

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"HOOKUP"

CHOLLA CHATTER
 Official Publication of the
CHOLLA BAY SPORTSMEN'S CLUB, INC.
 P.O. Box 7171, Phoenix, Arizona 85011

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CHOLLA CHATTER STAFF

Editor Dr. Tom Burch
 914 West Palm Lane, Phoenix 85007
 Telephone 252-2434 261-3568

Associated Editor Ed Williams
 6302 E. Calle Rosa, Scottsdale
 Telephone 949-1472

Advertising Manager Gary Olmstead
 3631 W. Catalina Dr., Phoenix 85019
 Telephone 278-5753

Sick Bay Correspondents: Teresa Connor, 3841 N. 21st Drive, Phoenix, Az. 85015, 279-3474
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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		
☆	PARGO	15 LBS		
☆	COTCHI	5 LBS		
☆	SKIPJACK	6 LBS		
☆	LADYFISH	2 LBS		
☆	BLACK BASS	50 LBS		
☆	SARDINERO	10 LBS		

NAME _____

ADDRESS _____

- ★ REQUIRED FISH
- ☆ ALTERNATE

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What is it?

About five years ago I took my boat and did what I am fond of doing, ran up the coast of Adair bay some twelve or fourteen miles. I beached the boat on the tidal flats and walked inland to the sandy beach and low shell-studded banks and bluffs which abound in this region. Walking along the beach my attention was drawn to some rather strange appearing objects partially buried in the sand at about the base of the sloping beach. I noticed that they were cylindrical in shape, about thirty inches long and about sixteen inches in diameter (I had a pocket tape with me). There were five of these objects fairly close together and all partly buried, I had to dig one nearly free to measure it: they were cement, or were they? No, they were not! It is not my specialty but I am enough of a geologist to identify the rocks pretty well: limestone, and evidently hand cut. I examined them more carefully, broke off a chunk and was even able to make out what I took to be some tiny marine fossils. I took the specimen up to the Bureau of mines at the University of Arizona a few days later and every one I showed it to pronounced it limestone.

What had I come upon? I didn't know but realized it was a little odd and I looked around a little more. In the first place, it was pretty obvious that the objects had been deposited there by boat, probably ship's ballast. They would weigh around 500 lbs. apiece and it is most unlikely that they were brought to their present location from inland; the region is remote from roads. The

time of discovery was during the winter, there was evidence of recent heavy storms, the beach area looked deeply scoured, and I thought it very likely that the stone objects had been temporarily uncovered and would soon be silted over again and hidden from view. The more I looked at them the more I became convinced that they were pieces of a limestone column! I walked inland and a few yards back of the beach line there were a few remnants of weathered, partially buried timbers. An ancient shipwreck? Possibly, and if this some of the ballast, there may be a good deal more buried. But why pieces of a limestone column, if that is what they are?

It is now possible to romance in good fashion. It is known that early sailing vessels plyed the Gulf, probably a good many more than we have records of. Did some ancient ship ascend the Gulf, encounter a storm in the shallow waters of Adair bay and become wrecked on the beach of a remote coast unfrequented, save maybe by an occasional Sandhill Papago? Maybe not, but then maybe so. If the things were not monolithic limestone and apparently hand-formed there would be little of interest but they ARE. Have we here some ship from the old world, possibly the Mediterranean, carrying ballast consisting at least in part of some pieces of a limestone column from some ancient Greek or Roman building? It may not be too probable but it is certainly possible. I have been up the coast several times since but have been unable to pin point the location, I think it very likely that the stone artifacts are again buried. Of

(Continued on page seventeen)

SHELL DERBY ANNOUNCEMENT

Mrs. McKibbin, who has been appointed judge for the Odd Ball Fish and Shell Fish categories announces that the prizes for the latter will be based on the largest variety of shells collected during the Derby by a single Individual. Specimens should be as perfect as possible but do not need to have been collected alive.

Ship To Shore Marine Radio

Call Letters

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

Special Announcement for the 1970 Derby

DATES: Saturday and Sunday September 5th and 6th.

DERBY CHAIRMEN: Art Schwarz of Tucson and Harry Capen of Phoenix.

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:

Saturday at 7:00 PM Mountain Standard Time and Sunday at 5 p.m. Mountain Standard Time. Fish must be weighed in before closing time to count.

In fact, Mrs. McKibbin states that in keeping with the theme of conversation, she hopes that none of the specimens will have been collected alive.

NOTICE

NEXT ISSUE WILL BE LATE TO PERMIT INCLUSION OF DERBY RESULTS

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

JACKPOT PRIZE

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.

FISH FRY:

Free fish fry to be held Sunday evening starting at 6 p.m.



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ON TOWS AND TOWING- AND ROTTEN LINES

by Ed Williams

I am a newcomer to CBSC and also to Cholla Bay, having moved from back East about three years ago. (I owned several small cruising sailboats on L. I. Sound.) But during my first spring season at Cholla with my own boat, I had occasion to give four tows. Now this number - - four within, say, 9 or 10 weekends - - is in itself surprising, but the type and condition of the lines aboard the tows (and the lines not aboard!) was appalling.

Now I just have a small 'stinkpot' 17 foot open cathedral hull with 80 hp. outboard (Act III), a fast, stable, roomy little boat in smooth water, but a real slamming b...ch in a short steep chop - - she's just too light and flat. When a breeze would blow up against the tide, "we took our kidneys out and put them in our pockets" (quoting a well-known wit amongst us), and just forged ahead as best we could.

Consequently, we stayed close to home: shoreline trolling, close-in pinto beds, etc. So the tows have been short, thankfully. They were smaller boats, 1 inboard and 3 outboards. Only one of these may have had adequate lines aboard for anchoring and towing, or anything else for that matter. For the sake of brevity, I'll give only the worst example, about an 18-footer we picked up practically inside the bay.

It was a pretty breezy late afternoon, and to avoid as much boat-to-boat contact as possible we just grabbed the tow's painter, a 15-20'

length of polyethylene ski-rope. It must have been knotted or badly kinked, as it parted immediately. He had his anchor down - - in the general direction of the tow - - so we asked him to pass us his anchor rope. When he tried to pull up to his anchor, this line parted immediately also, leaving his hook in the sand (to snag fishing lines for the next decade or two)! His rode turned out to be an ordinary braided cotton clothesline, looking like it had spent several seasons in and out of the water, and no doubt had less test-strength left than the fellow's lightest fishing line. At that point we bent two relatively heavy but short mooring lines together and passed him that, bumping him with my engine casing in the process. (His two teenage passengers sat aft like sticks instead of eagerly fending off, which teeded me off somewhat!)

Lastly, when I had sheered him very neatly into his trailer - - pure dumb luck - - the tow's 'skipper' was reluctant to cast off the tow line soon enough, so of course we pulled his bow right back off the trailer again. Boy oh boy!

Next tow we used most of a 120' polyeth ski-line we had aboard, neither strong nor stretchy enough for a proper tow line, but it's length was sufficient for an easy, but heavy, tow (the inboard). Tiring of this stuff I obtained a 60' length of 1/2" (dia.) nylon, sufficiently long, strong, and stretchy enough for any tows my little sweetie would be capable of.

Hints for would-be tower's with small fiberglass boats: secure your end of the line to your ski-tow eyebolt, which goes thru the transom. Lacking this, be sure you have one through-bolted cleat with a generous slab of wood backing up the fiberglass decking, which generally doesn't have much shear strength. (The same thing goes "triple" for your anchor bitt, in case you ever really need it.) To secure either, merely take two round turns, and hand-hold the inboard end, on which there will be no strain. The reason is simple: if something starts to give, you can cast off almost instantly (and safely).

By the bye, my storm-anchor rode is something over 260 feet of 5/8" dacron, coiled in a small galvanized washtub, with the hook (Danforth type) on 6' of light chain, lying neatly on top. Very compact, but be sure to secure the "bitter end" somewhere if you ever have to use it. (Better yet, try to never need to get the whole rig wet at all: it will then last you a whole *long* lifetime.) Your anchor rode should preferably be of nylon, because its 'give' is easier on the gear and will help hold better, but this is only of

importance on a fairly heavy boat, which all "proper" Gulf boats should be, anyway.

As for my little "wave-jumper," I've decided to stick to water-skiing and "fun boating," for which it's ideal (stereo tape-deck, carpeting, etc.) as opposed to serious fishing - - at least until I get a good bit richer (or rather, less poor!).

Finally, concerning the number of tows, the Sea of Cortez may be a kind and placid body of water compared to Lake Michigan or Block Island Sound, but it does get mean at times and has the nastiest average shoreline I've ever seen, and demands the same respect due to all "big blue water": attention to your engine (preferably engines) and gear, a real storm anchor and rode to match, and watch your weather. Having a yellow streak down my back, my "real business" anchor, chain, and rode has not tasted salt yet.



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By Mel Jarvis

Search and Rescue was kept pretty busy over the July 4th weekend. It started out on July 3rd at 12:15 hours with Debbie and I in the Debbie J, we picked up two young lads ¼ mile or so off the point, the tide taking them out to sea, they were hanging on to a small backyard type play pool float. When we pulled them in to the boat they told me, a big fish had pulled them out and then the tide took over, they were carrying a lake type fish rod and reel. The reel was in pretty bad shape and had no line left on it. They asked me if there were any big sharks out here, I told them there were at times . . . the look on their faces did the rest of the talking as they looked at each other.

12:30 Hrs.

Frank Abram of Phoenix called in that he had transmission trouble 3 miles off the point but was trying to make it on his own, a search

and rescue boat was standing by but was not needed.

13:10 Hrs.

The Debbie J picked up a small boat off Pelican Point capsized with two people hanging on to the boat. A line was passed to the small boat and was towed to Tucson Beach, where they originally launched themselves.

15:30 Hrs.

George Schanena called in that he was off the point with a dead engine and needed towing, Matt Cubetto of Mesa passed him a line and got him back to his trailer . . . He had a plugged fuel line.

July 4th.

86 boats put in the water and all made it in under their own power.

July 5th

11:15 Hrs.

Art Cox of Buckeye called in with a broken distributor cap, 10 miles out on 260°, he was told to drop anchor and stand by, a call went out for a boat close by, Charles Hill of Scottsdale radioed in that he was 5 miles out on a 280° and that he would change course to the Cox boat.

11:35 Hrs.

Proud 5, a 30 footer Maydayed to Cholla that she was sinking 5 miles off the beach and 12 miles from Cholla. Patty, the club radio
(Continued on page Thirteen)

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Club Members

PHOENIX CLUB'S ANNUAL FIESTA

The annual Mexican Fiesta will be held by the Phoenix Club this year on August 14th at Tom Sharp's "Crest Room," 2801 W. Medlock Drive.

Dinner, dancing, drinks, door prizes, and lots of fun for all members and their guests. An additional prize of \$25 cash will be awarded to the member present with the most fish on the Big Ten Card.

You may make reservations by calling the following members: 277-1393, 992-3604, 266-4970, or 272-2205, on or before August 9th.

Tucson members are also invited. You may make reservations by writing to Peggy Allison, 1546 W. Weldon, Phoenix, Arizona, 85015.

The action will begin at 7:00 PM. See you there!

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NAMES OF FISHES

Daniel M. Cohen

Commercial fishermen, the food processing industry, anglers, scientists, writers, Federal and State agencies, students and teachers and many others use names of fishes. Communication about these animals is impaired because some kinds of fishes have no names, others have more than one name, and some names are used for more than one kind of fish. The obvious solution would be for every species of fish to have one name that was universally recognized as referring to it alone. This article briefly discusses some of the causes of the confusion surrounding fish names.

Because they are essentially less complex, let us first consider scientific (Latin) names. The rules for the formation and use of scientific names are governed by the voluntary adherence of zoologists to the International Code of Zoological Nomenclature, most recently revised and published in 1964. In essence, the Code tells us that a zoologist who finds a species that lacks a scientific name may describe the species and give it a Latinized name (subject to certain rules and recommendations).

The name is composed of two parts. Let us take as an example the goldfish, *Carassius auratus*. *Carassius* is the generic name; one or more species may be included in the genus and will have *Carassius* as the first part of its scientific name. The second part, *auratus*, is the specific name and refers to only one species of *Carassius*. Both names together, *Carassius auratus*, make up the scientific name for the species that we recognize as the goldfish.

The starting point for scientific names is a book by the Swedish biologist Linnaeus, published in 1758. No scientific names published before that date are admitted to the system. If for any reason a zoologist gives a scientific name to a species that already has one, the name with the earliest date after 1758 takes precedence. If for any reason the same scientific name is given to two species, the last-named one must be given a new name. This system offers a relatively stable method of communication. *Poisson rouge* in French, *chin-yü* in Chinese, *chrusoparon* in Greek, *aranyhal* in Hungarian, *kingyo* in Japanese, *zolotoi ribki* in Russian, and *dorado* in Spanish are all different names for what we call the goldfish. Communication about goldfish is difficult without the universally recognized Latin name, *Carassius auratus*. It is a worldwide code word.

International currency notwithstanding, scientific names cannot replace common names for several reasons. Latin has no meaning for the average person; having two words in a name is cumbersome; and scientific names are subject to change, for as well as being a way of communicating they serve as a working tool of the scientist who classifies animals, and as classifications change scientific names may do likewise.

Common names serve a variety of purposes and arise in many ways. In fact, the only characteristic they share is that they are not Latin. To understand common names properly, we should consider the different kinds.

Local or folk names are the largest class of common names. They are deeply entrenched in the language of a region, and are often obviously descriptive, but sometimes their origins are lost in the past. They may present as much variation within a single language as do goldfish names between languages. An example is *Micropterus salmoides*, widely known as the largemouth black bass. In a study of the common names applied to the fishes of the bass and sunfish family, Smith in 1903 listed 53 different common names for this species. A few of them are: big-mouthed trout in Kentucky; chub and welshman in North Carolina and Virginia; cow bass and moss bass in Indiana; grass bass in Minnesota; gray bass in Michigan; green trout in Louisiana; marsh bass, bride perch and pointed tail in Ohio; and perch, trout and jumper throughout the South. Of course, many of these names have died out, but the fact that they once existed and were useful in communicating within a region illustrates what one writer (Macleod, 1956) described as "... colloquial names that have grown up spontaneously among ordinary people."

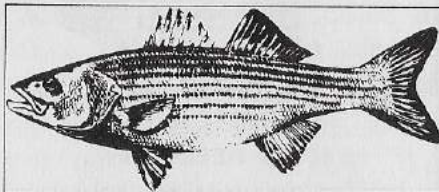


Fig. 1 - *Morone saxatilis*. Rockfish in Maryland, striped bass in California.

Another category of common names might be called coined or invented names. Many kinds of fishes are known to scientists alone and have only Latin names. If, in writing of one of these animals a common name is required, one is invented. The American Fisheries Society (1960) has listed all known kinds of fishes living in the United States and Canada to a depth of 100 fathoms. Some of the fishes on this list previously lacked any common name, and others shared a common name with one or more species. In order to insure a single common name for every species on the list, a number of names were invented. Another reason for inventing names is the importation into the United States of species from non-English speaking regions. The aquarium trade is the best example; a brief perusal of any authoritative book on aquarium fishes (for example, Sterba, 1967) will show many fishes from South America and Africa for which English language names have been invented. In a recent popular booklet on Californian deepsea fishes, Fitch and Laven-

berg (1968) invented common names for species that previously lacked them. In some situations, scientists who describe a previously unknown species and give it a Latin name also invent a common name. This practice is very common in Japan.

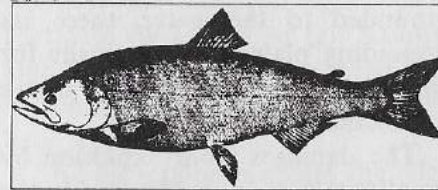


Fig. 2 - *Oncorhynchus tshawytscha*. King salmon in California, chinook in Alaska.

The chief problem, however, lies with fishes that have too many names rather than with those that require invented ones. The commercial fishing industry, State and Federal agencies, and writers communicate about fishes chiefly by using common names. When a species has more than one common name, and there is a clear need for only one, it may be a major undertaking to decide which should be used. In some instances one of many local names is selected, in others an invented name is chosen. The basic reason for the choice of any name should be that it is understood by the widest audience.

In the Bureau of Commercial Fisheries publication 'Fishery Statistics of the United States' (Lyles, 1966) a glossary is presented, which lists scientific and common names, including for many species alternative common names. The names used are those with which the Bureau is best able to communicate with the various segments of the fishing industry.

The Food and Drug Administration is concerned with names of food fishes and deals with a set of names that might be termed semilegal. This agency is charged with maintaining standards of identity and its regulations require that labeling must not be false or misleading. In deciding what common names may be used by the food processing and distributing industries, they select (when such exists) a name that is common or usual from the viewpoint of the general public who use and purchase fish products. Allowable names are decided on a case-by-case basis.

Because they often write for a wide audience, sportswriters are another group re-

quiring common names that do not vary regionally. The Outdoor Writers Association of America (1962) has attempted to promote stability by publishing a list of scientific and common names of principal American sportfishes. Although they hope their common names are widely accepted, they have annotated their list and presented many widely used alternative names.

The scientific community depends chiefly on The American Fisheries Society (1960) list of U.S. and Canadian fishes, a comprehensive and authoritative guide to scientific names; however, its common name section is of limited value because of inadequate coverage of alternative common names.

Users of common names have strong attachments to the familiar. Names of objects are so important to us that we tend to merge the name with the idea of the object. The idea of a piece of leather tied around the foot, and the name of the piece of leather as a shoe, are virtually inseparable. Therefore, in addition to serving as a shorthand way of communicating, names become part of the total concept of an object. Consider, for example, an angler who associates the fish that scientists know as *Micropterus salmoides* with the name green trout. If he is served in thinking about *M. salmoides* or in communicating with others about it by the name green trout, and if the name largemouth bass has no meaning, then to him green trout is that kind of fish, official pronouncements notwithstanding.

If communication problems increase, the number of official lists of names may do likewise. When common names are required for legal reasons or other special purposes, a single name for each species is clearly desirable, and special lists will fill a real need in designating names that offer the best communication value for a particular purpose. A general list of fish names should
(Continued on page seventeen)

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By Mel Jarvis

The vapors generated from a 1/2 pint of gasoline are equivalent to the explosive power of 5 pound of dynamite. Multiply that a few times and you can see what the result can be if you spill or gasoline leaks into the bilge of your boat.

If you have installed or are going to install permanent tanks in your rig, it should be done right.

No tank should be installed directly on the deck, that is the best way to rust it out, also it's hard on your deck, tanks should be mounted 1 to 2 inches off the deck, so water and dirt will not lay under the tank. The suction line should come out the top with a drain in the bottom to drain off water or oil accumulation, if you have outboards.

Filters should be installed between the tank and engine especially if you use mexican gas - the type filter used on automobiles works real good, for both inboard and outboards. The tank should be vented and a deck type filter installed filling the tank.

(No tank large or small should be

filled from in the boat.) That is the best way to fill your boat with fuel, vapors and for you to go into orbit.)

The tanks and filler pipe must be grounded to the water, there are grounding plates that are made for this purpose. Tempo puts out a good one.

The damages from explosion by gasoline vapors are not limited to the inboard boat, I've talked to boaters with small ski boats and even the sailor with the 17 and 18 foot outboard boat, and some have the idea that unless you have a 24 footer and an inboard there is no danger from gasoline vapors. Don't believe it, fuel vapors are heavier than air and will settle to the lowest part of your boat and lay there until exposed to the open air or a spark.

I have a standing rule in my shop, no one works on a boat until all the compartments are aired. We never know where some guy may have his spare gas stored, and I sure don't care to have my head blown off, if I just happen to be smoking, or working on the battery or electrical system and cause a spark.

Any compartment that has gasoline tanks in them should be aired before you go poking around in them.

With the outboard there isn't too much damage of engine spark ignition gas vapor. Your outboard has built in anti-explosion safeguards, but you as the boater don't have, so its you that can cause the spark, so be careful. Air that compartment and that inboard won't forgive you often for not turning on the blower

or airing compartment before starting your engine.

The coast Guard says you have to ventilate the tank and engine compartment by forced air (air scoops) and/or blower and they mean it, I believe some have found that out the hard way.

The air scoops ventilate the bilge and engine compartments while under way and the blower for cold starts. It should be run five minutes before starting your engine.

Some of the boys are using blowers out of car heaters, they are good blowers and will move a lot of air, but they are not vapor proof, they could cause the spark that could put you on the bottom. If you use this type of blower do not mount it in the bilge or compartment.

The surest way to make sure your bilge or compartment is free of vapor is a fume detector, there are many on the market. Some you can put together yourself. Some of the boys have, and they say they work real well.

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Search & Rescue
(Continued from page Eight)

operator had two boats in the water within minutes and she put out a call to Jack Schmidt, a search and rescue member who headed up the search . . . six boats were put in service before "Proud 5" was found and taken under tow. Because of her size and the water she was carrying, 2 boats were needed to tow her in . . . because of the deadline for getting this to the Chatter, I did not have time to get names of all who were involved with the Proud 5 Rescue. Thanks to all for a job well done . . .

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a "must stop" on your way down and
back from Cholla Bay.

Paul Colorich — Jack Cameron
Club Members

WESTWARD HO

Well it sure looks like I'm going to Hawaii in November I still haven't gotten orders from the U.S. Public Health Service but I've already started packing. Anyone interested in my cabin (see photo in last issue), trailer, or Coot should get in touch with me.

Editor

NEW DUES FOR
NEW MEMBERSHIP

Single membership dues for NEW members for the last half of the year have been reduced to \$6.00. The dues for spouse and sponsored children remains the same at \$2.00 each.

To join at this 6 - month reduced rate, send your dues to Dave McWerter at P.O. Box 7171, Phoenix 85001 or Gladys Price, P.O. Box 4061 Tucson 85717.

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TUCSON SCUTTLEBUTT

By Art Schwartz

We want to thank the following firms and individuals who contributed, to the Tucson Chapter, beautiful and useful gifts for prizes during our Derby, to be held Sept. 5th and 6th. We have been promised more prizes and the names of all donors will be published in succeeding issues of the Chatter.

- Best Boat Sales
- Bob's Bargain Barn
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- 22 St. Boat Dock
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- Irene Drake and Sally Newman

Membership Application and Beneficiary Designation

Cholla Bay Sportsmans Club

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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 _____

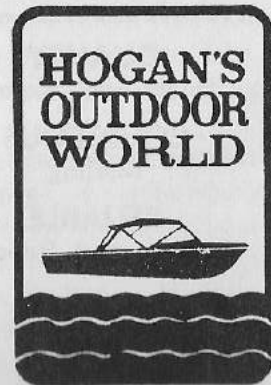
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CONTRIBUTIONS FOR CHATTER

In view of the increased cost of publishing the Cholla Chatter, the Council at its April 1970 meeting decided to accept contributions from non-members who receive the Chatter. The suggested amount is \$3.00 per calendar year. Checks should be sent to the Cholla Bay Sportsmen's Club, P.O. Box 7171, Phoenix, Arizona 85011.

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PHOENIX BOARD MINUTES

July 7, 1970, the regular board meeting of the Phoenix Chapter of the C. B. S. C. was held at the Allison residence and called to order at 8:30 by President Wayne Woods.

Secretary's report read by Doris Muench and approved as read.

Treasurer's report given by Betty Capen.

No report from membership Chairman as he was absent, but we now have 821 members.

Our entertainment for next club meeting will be given by Bill Valentine, films on deep sea fishing.

Search and Rescue report given by Mel Jarvis.

No report on the Council meeting.

Don Barber reports - not many Big Ten tickets being sold, but some of the cards are gradually getting filled.

Under new business - Mel Jarvis brought up buying a new butane generator for the radio shack, as our old one is inadequate. The cost of the unit will be \$390. Tucson Chapter will give \$100 if Phoenix Chapter will pay the balance - in hopes that it may be purchased next year by the Council. Discussion followed and a motion was past and all voted in favor of the motion.

Wayne Woods report, that Wes Douglas, would like a typed list of all our members to bring our insurance up to date. A list will be made and also one to go to the Council and one for our own Chapter. Tucson has already done this.

Peggy Allison volunteered to be Chairman for our annual party. This will be held August 14th at Tom Sharp's and is to be a Mexican Fiesta theme. There will be door prizes given and also a \$25 cash prize for the person who has their Big Ten Card completed - or the most slots filled on it.

No old business.

Meeting adjourned at 10:30;

What is it ?

(Continued from page four)

course it is entirely possible that the ballast objects may have come from somewhere along the Mexican coast or further south. If they had been 'tuff' (indurated volcanic ash), I would think almost certainly so. Tuff was a favorite material, it has no definite cleavage and cuts easily, and is the general building stone used in Mexico, Baja, and the U. S. southwest too; most of the old foundations in Tucson and Phoenix as well were of cut volcanic tuff, San Borjas Mission, Baja, is a good example as are the giant statues of Easter Island. The things I came upon in Adair bay were definitely limestone, however, and this is the



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Club Member

SHARK STORY MODIFIED

Lewis Frazier called the Editor and stated that the size of the shark that jumped into Johnny Newcomb's boat as reported in the March 1968 and June 1970 Chatters was incorrect. As long as it was just a "fish story" he didn't object but now that it is getting into articles on sharks, he thought that the record should be set straight. The dimensions were: length, 8' 10"; girth, 44"; weight, 235 lbs.

Thanks but that's still a lot more than I want in a boat with me.

(Continued from page eleven)

serve a very different purpose. It may recommend a preferred name, but its chief function should be to report on and cross-index names that actually are used. The worth of any general list of names as an aid to communication and understanding is only as great as the scope of its coverage of alternative names and the basic documentation it presents. A general list should first of all tell its users whether names are invented or folk names. The source of invented names should be described and also the degree to which they are used - that is, whether they are found only in books or have entered the spoken language as well. Folk names should be presented by region and their degree of usage should also be indicated. A properly compiled and documented general list will present the basic information for the formation of useful special lists.

In summary, names of fishes are basically of two kinds, invented and folk names. Scientific names are invented and are usually, but not always, stable; however, they are not suitable for everyday use. Some common names are also invented and may be important, as for fishes imported from foreign language regions. Folk names may vary regionally. They originate in many ways and their usage is often deeply rooted. Various segments of the common-name-using public often use different names for the same species or the same name for different species. Because many common names have a high communication value and have also become part of the idea of the animal, it will probably be impossible for each species to have one common name that refers to that species alone. Users of common names for special purposes have attempted to list the names that serve them best. A well-documented general list, including alternative names, is needed.

The author is Research Systematic Zoologist, Systematics Laboratory, BCF, U.S. National Museum, Washington, D. C. 20560.

From Commercial Fisheries Review 5/69

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Sick Bay Report

Long time Club member, Myrt Johnson had a stroke in June but is now out of the hospital. Best wishes for a speedy recovery and hope to see you back at Cholla soon.

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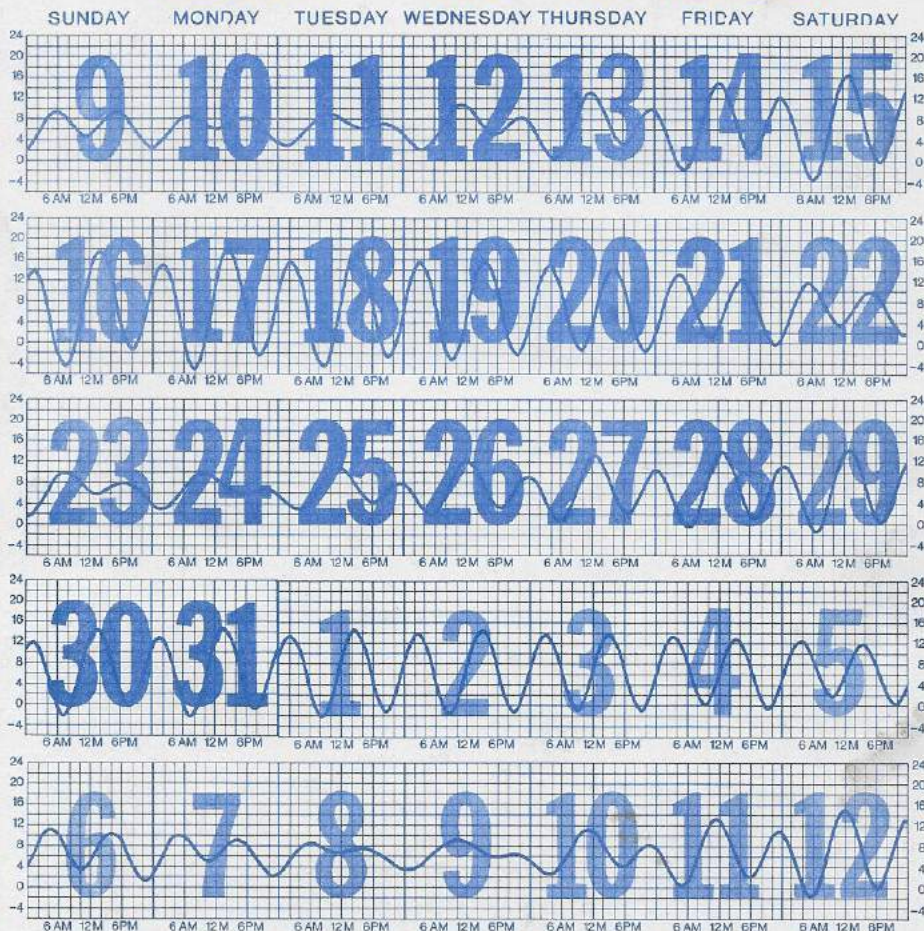
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