

## ON THE COVER



PHOTO BY MARGIE ANDERSON

# 'The Fish Are Jumpin'

BY CAROL L. ALLEN

Years ago, when I was in my home town of Yakima, Wash., my dad gave my husband and me tickets to see Louis Armstrong. He was marvelous, and I still remember his singing "Summer time and the livin' is easy; fish are jumpin' and the cotton is high ...". In fact, as I read the fishing stories that come across my desk, I can still hear Armstrong's fantastic rendition of "Summertime".

Here in Arizona, the fish are definitely "jumpin'", and there are great reports available from those who know: Arizona Game & Fish Department, Bass Junkyz, Mike Hofarth, our writers John and Margie Anderson, among others.

This issue we feature two articles that may apply to your angling techniques: Carolina rigging and split-shotting with an expert from past tournaments, Greg Warne.

As you enjoy your summer fishing, we wish you tight lines and "jumpin' fish". ■

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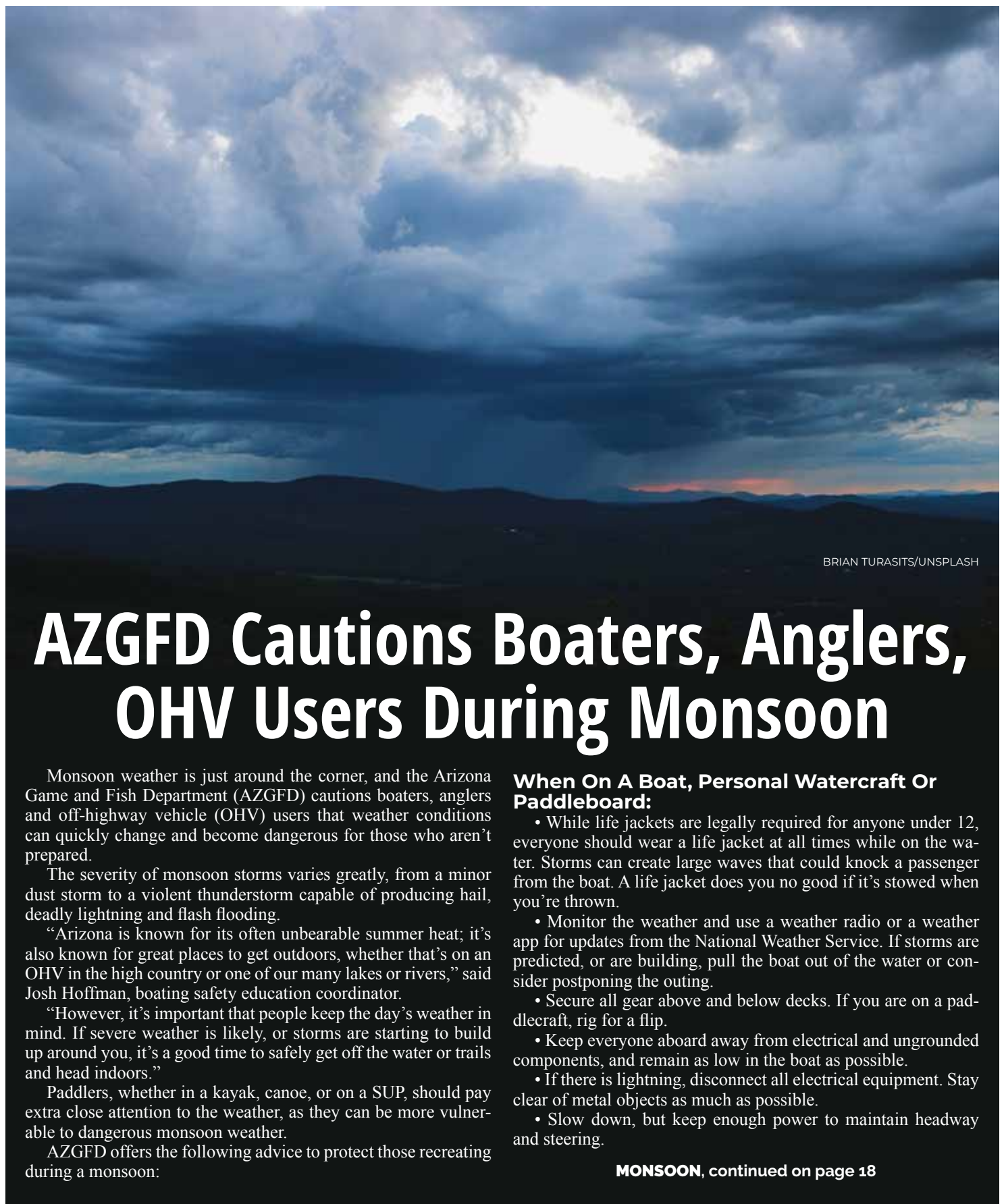
A Salute To Our Forests



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### WESTERN WILDLIFE

Be Careful Of Coyotes



BRIAN TURASITS/UNSPLASH

# AZGFD Cautions Boaters, Anglers, OHV Users During Monsoon

Monsoon weather is just around the corner, and the Arizona Game and Fish Department (AZGFD) cautions boaters, anglers and off-highway vehicle (OHV) users that weather conditions can quickly change and become dangerous for those who aren't prepared.

The severity of monsoon storms varies greatly, from a minor dust storm to a violent thunderstorm capable of producing hail, deadly lightning and flash flooding.

"Arizona is known for its often unbearable summer heat; it's also known for great places to get outdoors, whether that's on an OHV in the high country or one of our many lakes or rivers," said Josh Hoffman, boating safety education coordinator.

"However, it's important that people keep the day's weather in mind. If severe weather is likely, or storms are starting to build up around you, it's a good time to safely get off the water or trails and head indoors."

Paddlers, whether in a kayak, canoe, or on a SUP, should pay extra close attention to the weather, as they can be more vulnerable to dangerous monsoon weather.

AZGFD offers the following advice to protect those recreating during a monsoon:

## When On A Boat, Personal Watercraft Or Paddleboard:

- While life jackets are legally required for anyone under 12, everyone should wear a life jacket at all times while on the water. Storms can create large waves that could knock a passenger from the boat. A life jacket does you no good if it's stowed when you're thrown.
- Monitor the weather and use a weather radio or a weather app for updates from the National Weather Service. If storms are predicted, or are building, pull the boat out of the water or consider postponing the outing.
- Secure all gear above and below decks. If you are on a paddlecraft, rig for a flip.
- Keep everyone aboard away from electrical and ungrounded components, and remain as low in the boat as possible.
- If there is lightning, disconnect all electrical equipment. Stay clear of metal objects as much as possible.
- Slow down, but keep enough power to maintain headway and steering.

MONSOON, continued on page 18



DANIKA PERKINSON/UNSPLASH

# As Weather Warms, Bears Become Active

Safety tips can prevent attracting bears and advise what to do in case of an encounter.

*Editor's Note: In light of the recent tragedy near Prescott, Ariz., we publish this reminder from AZGFD and send sincere condolences to the family and friends of the victim.*

The Arizona Game and Fish Department (AZGFD) has started to receive its first confirmed reports of the year of bear sightings in Arizona. As temperatures rise, bears will come out of their dens searching for food.

Black bears are typically shy and avoid

BEARS, continued on page 18

## FISHING PROFILE: 'BACK IN THE DAY'

# AZ Lakes, AZ Pros: Gregg Warne – Splitshotting Any Arizona Lake

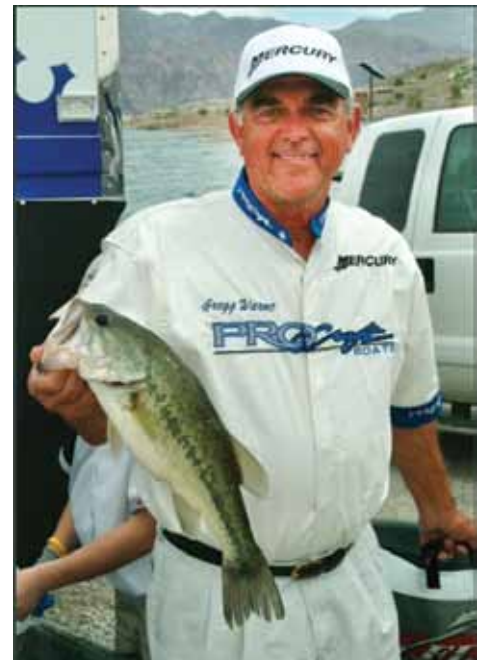
BY MARGIE ANDERSON

Back in the day, nearly every Saturday, all year 'round, you'd find Gregg Warne fishing a tournament somewhere in Arizona, Nevada, Utah, or California, and the conditions were not always perfect. But regardless of freezing or torrid temperatures, rain, wind, or cold front, the tournament must go on.

No matter what the conditions, Warne was a very consistent finisher. He almost always managed to get in the money. Gregg had earned a reputation as a master of split-shotting, and for good reason. "Split-shotting is an excellent technique for tough times," he explains. "Clear water, cold water, sluggish fish--any of these things demands a slow, finesse presentation. I've had a lot of luck split-shotting in these less-than-perfect conditions."

## What You Want

Gregg says he figures he's gone through about twenty to twenty-five different rod and reel combinations, looking for the perfect spinning rig for split-shotting. "It's not so much what you do or how you do it," he says, "but having the right equipment that makes the difference." When you're fishing a split-shot rig, you usually have a lot of line out, so a floppy rod, combined with line stretch, makes it nearly impossible to get a good hookset. What you want, Gregg says, is a good, stiff, six-foot spinning rod.



Gregg Warne

You need a reel with a big spool, he explains, not only because it will hold more line, but also because it will take up a lot of line quickly--an important point when gaining control of a rowdy bass is imperative. Warne likes a spinning reel with a rear drag. He keeps the drag tight until he's gained control of the fish, then flicks it back and

WARNE, continued on page 12

# Swim, Sip, Shop Your Way Through Summer

## NOW

**Nature Walk:** Daily at 10 a.m., a volunteer naturalist leads a guided nature walk and informs visitors about the different life zones of Red Rock State Park. The subjects discussed on the walk include: plants, wildlife, geology, history and archaeology. The walk is a learning experience allowing participants to take part in question and answer sessions.

The cost is Red Rock State Park's Entrance Fee of \$7 per person for those aged 14 and up, \$4 for children aged 7 to 13 and free for children 6 and younger. An additional fee is charged where noted. For more information Red Rock State Park call (928) 282-6907 or visit [AZStateParks.com/parks/RERO](http://AZStateParks.com/parks/RERO). Red Rock State Park is located at 4050 Lower Red Rock Loop Road in Sedona.



## NOW-AUG. 27

### SUNDAY FUNDAY POOL PARTIES AT MOXY TEMPE

1333 S Rural Rd Tempe, Arizona 85281

## JULY 7

### FIRST FRIDAY WILDFLOWER WALKS @ THE ARBORETUM

Flagstaff

## JULY 8

### SUMMER PLANT SALE @ THE ARBORETUM

4001 S Woody Mountain Rd., Flagstaff, Arizona 86005

### MOONLIGHT ESCAPE AT VERDE CANYON RAILROAD

300 N Broadway, Clarkdale, Arizona 86324

### HABITATS AND MORE AT THE ARBORETUM

Noon, 4001 S Woody Mountain Rd Flagstaff, Arizona 86005

Join Stu Tuttle, wildlife biologist and conservation planner, for an exclusive look into the various species and habitats across Africa, Antarctica, and Arizona.

## JULY 8, 22

### BIRD WALKS @ THE ARBORETUM

4001 S Woody Mountain Rd., Flagstaff, Arizona 86005

Join Dr. Celia Holm on a morning walk through The Arboretum at Flagstaff gardens. Over 130 different species have been sighted here! Please bring water, a camera and comfortable walking shoes.

## JULY 10-16

### National Forest Week™ 2023

Join us in celebrating the importance of forests and grasslands. Through a growing movement of passionate voices, we are highlighting how special and vital these lands are for our freedom and quality of life during National Forest Week™. <https://www.nationalforests.org>

## JULY 11

### RAPTORS AT THE RAILS

300 N Broadway, Clarkdale, Arizona 86324

## JULY 15, 29

### SATURDAY NIGHT STARLIGHT AT VERDE CANYON RAILROAD

300 N Broadway, Clarkdale, Arizona 86324

## JULY 15, 22

### SUMMER SIPS & DIPS POOL PARTY

1 S. San Marcos Place, Chandler, Arizona 85225

## JULY 15, 29

### GRAPE TRAIN ESCAPE

300 N Broadway, Clarkdale, Arizona 86324

## JULY 22-23

Outdoor Skills Network Partners, as we near the summer meeting, July 22-23, 2023, we are seeking a sponsor(s) to cover the meals for the event. It's typically, 30-40 people, lunch, dinner and breakfast and cost runs around \$2,000. I'll get a firm quote, but if you can ask around and identify a group or groups that might be willing to sponsor this fine gathering of fine conservationists for the worthy cause of recruitment, retention and reactivation - one of the best in the country, that would be great.

Doug Burt, AZGFD, Office: 623.236.7487, Mobile: 602.531.7578, Email: [dburt@azgfd.gov](mailto:dburt@azgfd.gov)

## JULY 28, 6:40 P.M.

### COUG NIGHT AT THE DIAMONDBACKS (PHOENIX)

Batter up! Arizona Cougs from Washington State University are getting together at Chase Field to cheer on the Diamond-

backs on Friday, July 28. We've reserved the best seats in the house for Cougs. Our seats will be on the Diamond Level and include all-you-can-eat ballpark food including hot dogs, popcorn, chips, and Pepsi products. The first 50 attendees who arrive will be able to participate in a group photo on the field. If you'd like a chance to join the fun, be sure to arrive by 5:30 p.m. and connect with your event host. **Reserve your tickets before Friday, July 14, at 10:00 a.m. Mountain.** Don't forget to wear your Cougar gear, and we'll see you there.



## JULY 28 - JULY 30

### JURASSIC WORLD LIVE TOUR

201 E Jefferson Street, Phoenix, Arizona 85004

### SEDONA HUMMINGBIRD FESTIVAL

995 Upper Red Rock Loop Rd. Sedona, Arizona 86336

## AUGUST 19

The 25th annual Arizona Outdoor Hall of Fame banquet will be held **Saturday, Aug. 19** at the Wigwam Resort, 300 E. Wigwam Blvd., Litchfield Park, Ariz. The banquet is a great way to spend an enjoyable evening honoring your fellow conservationists. To purchase tickets, an online order form is on the Wildlife for Tomorrow website at: [https://secure.lgl-forms.com/form\\_engine/s/Q1pA2qSuC-G2LjgJNWkljRQ](https://secure.lgl-forms.com/form_engine/s/Q1pA2qSuC-G2LjgJNWkljRQ). For attendees wishing to book an overnight stay at the Wigwam, reservations can be made at: <https://book.passkey.com/e/50594074>.

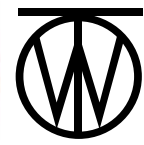
## SEPT. 29-OCT. 1

The Liqui Moly Pro Watercross International Cup presented by Jettrim is making its debut in the western United States, with Lake Havasu City, Arizona, hosting the event at its state-of-the-art Havasu Riviera Marina from September 29 to October 1, 2023. For more information: Terence Concannon, President & CEO, Go Lake Havasu, [terence@golakehasvu.com](mailto:terence@golakehasvu.com), 928.453.3444 or [www.ProWaterCross.org/tour](http://www.ProWaterCross.org/tour).

## 2023 Bird Walks @ The Arb



**Editor's Note:** Please submit announcements for AZBW/WOT's calendar of events — "Downstream" — to [editor@azbw.com](mailto:editor@azbw.com). To guarantee placement, as room allows, items must be received by the tenth (10th) of the month prior to publication. Every effort is made to ensure accuracy, but we assume no responsibility for print errors or omissions. We also reserve the right to edit each item. Please include the name of the event, the date and time, the location, the organization, and contact information. You can also submit your event individually at [westernoutdoortimes.com/classifieds](http://westernoutdoortimes.com/classifieds).



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2008 & 2013  
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2009 National Water Safety Congress Award of Merit

2016 AZGFC Writer Of The Year

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# Our waterways are ready, but are you?

To learn more about boating safely in Arizona visit [www.azgfd.gov/boating](http://www.azgfd.gov/boating) or call: 623-236-7258

**Wear a life jacket.  
Every trip.  
Every time.**

Under state law, life jackets are required to be worn by children 12 years old and younger, but it's strongly urged that everyone wear one while on the water. Life jackets save lives.

Before heading out on the water, it's important that boaters check to ensure that their life jackets are in good condition and that they are the right size and fit for passengers. Look for:

- Any rips or tears
- Missing straps
- Broken fasteners
- Ensure that the flotation hasn't shifted.

Life jackets should be inspected each boating season due to the environment's impact on their materials and replaced if necessary.



Arizona Game & Fish Department  
5000 W. Carefree Highway, Phoenix, AZ 85086  
602-942-3000 | [www.azgfd.gov](http://www.azgfd.gov)

## Register Your Watercraft

Make sure your vessel's registration is current before heading out on the water! Skip the line and renew your watercraft registration online at [www.azgfd.gov/boating](http://www.azgfd.gov/boating)



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## Common Watersports Hand Signals For Safety

To maximize fun and safety while towing a waterskier, make sure everyone on board knows these simple hand signals for communication.

**BY CHRIS LANDERS**  
BOATU.S. MAGAZINE  
CONTRIBUTING WRITER

1. **Faster:** Thumb up
2. **Slower:** Thumb down
3. **Go right, go left:** Point right, point left
4. **We're turning around:** Driver's or spotter's arm up, pointing, making circles
5. **Make another loop:** Skier's arm up, pointing, making circles
6. **I'm finished and letting go of tow rope:** Skier uses a hand to simulate "slice across neck"
7. **I'm OK:** Skier in water, arms overhead forming a circle, fingertips touching
8. **That's just right:** Skier makes the OK symbol
9. **Stay behind the boat. Danger ahead:** Spotter extends one arm in front of his/her body and moves it up and down
10. **Get me back in the boat:** Skier pats head
11. **Possible injury. Boat should re-**



**turn to skier immediately:** No movement, skier in water

*This article was reprinted with permission from BoatU.S. Magazine, flagship publication of the membership organization Boat Owners Association of The United States (BoatU.S.). For more expert articles and videos to make your boating, sailing, or fishing better, visit [BoatUS.com](http://BoatUS.com). ■*



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# Dr. Anne Kolker Honored With 2023 NWSA Leadership In Women's Sailing Award

She wanted more sailing skills. Once she did that, she showed others.

SPRINGFIELD, Va., June 5, 2023 — Dr. Anne Kolker grew up sailing, first as a youngster, then through college, medical school and into marriage. However, when her husband died in 2008, she realized that she needed to learn more about sailing and grow her confidence behind the wheel. Up until his passing, she had never docked the boat that she had purchased with him, a Sparkman & Stephens-designed Stellar 52, or competed in an offshore sailboat race.

This inspired her to become captain of the boat and learn to manage it, choosing to gain expertise by sailing with other knowledgeable women and keeping the vessel under her ownership. Along the way, she crossed the Atlantic and, in turn, inspired dozens of women to seek out sailing opportunities, hosting all-female

crews in offshore races from New England to Bermuda.

Yesterday, Boat Owners Association of The United States (BoatUS) and the National Women's Sailing Association (NWSA) honored Dr. Kolker with the BoatUS/NWSA Award that annually recognizes an individual with a record of achievement in inspiring, educating and enriching the lives of women through sailing.

Said NWSA President Debby Grimm, "As Dr. Kolker had done for herself, she has encouraged other women to seek out the skills and experience they need and has offered other women opportunities to learn by sailing with her and her teams. Many women sought her out to be on her teams or get advice. She has offered encouragement to other women to enter



their own boats in challenging races and been an inspirational speaker for a variety of sailing organizations."

Dr. Kolker's crews are proud to have won the Faith Paulson Trophy five times,

an award to the first-place finisher for all-women crew in the biennial Marion-Bermuda race. She has also offered her medical knowledge on ocean crossings and safety at sea, has been instrumental in developing race strategies and has lectured to teams about safety practices, one of the few women to do so.

A member of Stonington and New York Yacht Clubs, Cruising Club of America, and Offshore Cruising Club, Dr. Kolker has given lectures at NWSA events and is a leader at Safety at Sea programs, preparing crews for unexpected medical events. She is also credited with saving the life of a crew member during a trans-Atlantic passage.

"Somehow men always find it so fascinating that we (women) are so capable, but we are!" said Dr. Kolker. "The best thing about sailing is every time you go sailing you learn something. ... 'Confident competence' is my constant goal. Women are great shipmates with many competencies." ■

## Five Captains Honored For Lifesaving Acts

TowBoatUS responds more than 90,000 requests from boaters for routine on-water assistance each year — towing, ungroundings, battery jumps and fuel drop-offs. For the captains at the helm of the 600-plus red TowBoatUS response vessels, that means much of their waking day is spent on the water where there's always a chance for more grave trouble.

Five TowBoatUS captains who acted as good Samaritans to save lives and help their communities in 2022 were recently honored by their peers at a ceremony held during the annual BoatUS Towing Conference in New Orleans, Louisiana. The captains serve TowBoatUS locations in Key Largo, Florida; Provincetown, Massachusetts; Cleveland, Ohio; Myrtle Beach, South Carolina; and Old Saybrook, Connecticut.

### The Woody Pollak Lifesaving Award:

The on-water towing service's highest honor, The Woody Pollak Lifesaving Award, was bestowed to Capt. Mike Hutchings of TowBoatUS Key Largo, Florida. It's named for the late Capt. Woody Pollak who died on duty and was known for his unselfish acts.

### Capt. Mike Hutchings of TowBoatUS Key Largo, Fla.

On an August evening in Florida, a BoatUS member reported an unidentified, growing smoke condition aboard his 45-foot Hatteras and notified the U.S. Coast Guard watchstanders. His second call was to BoatUS dispatch, who contacted Capt. Mike Hutchings. Upon learning the stricken vessel's GPS coordinates, Hutchings knew they yielded an inaccurate location. Working quickly with dispatch, he was able have the GPS coordinates converted to the correct format, placing the vessel about 3 miles away at Garden Cove on Key Largo. As he approached the cove, Hutchings smelled burning fiberglass and then he saw the smoke, followed by the waving of a dim light. All nine passengers were huddled on the stricken vessel's bow with railings too hot to touch. As the smoke became thicker, Hutchings safely retrieved all before the vessel was completely engulfed just minutes later. All were returned to shore uninjured.

### Meritorious Service Awards:

The towing fleet's Meritorious Service Award honors TowBoatUS captains who go above and beyond assisting their boat-



STACEY NEDROW-WIGMORE/BOATUS

**HONORED — Capt. Mike Hutchings of TowBoatUS Key Largo, Fla., was honored with the 2022 Woody Pollak Award during the annual TowBoatUS Conference in New Orleans for life-saving acts.**

ing communities. The four Meritorious Service Awards bestowed for efforts in 2022 include:

### Capt. Noah Santos, TowBoatUS Provincetown, Mass.

The first day of lobster season could have potentially been the last for a group of four fishermen aboard a 34-foot fishing vessel reported sinking about 2 miles off Race Point on the tip of Cape Cod's most northern end. As the lobster anglers began to lay out all their gear for the day, they noticed water coming in underneath the deck. However, with the deck full of gear, they couldn't access the deck hatches fast enough to find the source of the leak. A mayday call went out. The vessel soon capsized, and the crew found themselves clinging to a life raft in the Atlantic's chilly waters. As Capt. Noah Santos arrived on scene to the now fully submerged vessel, three of the four were in survival suits while the fourth was still attempting to don his suit. Santos swiftly recovered all four men and transported them to shore.

### Capt. Rodney Jewett Jr., TowBoatUS Grand Strand, SC

The Worrell 1000 is a race that chal-

lenges even the hardest of sailors. So when two competitors aboard their small open sailing catamaran running from Florida to Virginia broke a rudder in windy conditions off South Carolina — overturning the boat and separating the racers from their vessel — Capt. Rodney Jewett Jr. was there to help. While local responders centered their recovery efforts around the empty boat, which had washed ashore, Jewett had a hunch, taking into

account the conditions and figuring that anyone in the water would likely attempt to head for the beach. Steering northward, Jewett soon located the two racers in the water and safely recovered them. After repairs, the team was able to finish the race.

### Capt. Jordan Kit, TowBoatUS Cleveland, Ohio

One summer night around 2 a.m.,

**CAPTAINS, continued on page 17**

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# Navigation Rules – What’s That?!

BY ED HUNTSMAN  
BOATING CO-EDITOR

Not surprising that if you “know” the navigation rules on the waterway upon which you’re boating, it’s easy to spot those that don’t. In fact, many boaters don’t even know they exist, let alone what they are and that we are all legally responsible to know and understand them. Part of the reason there’s confusion

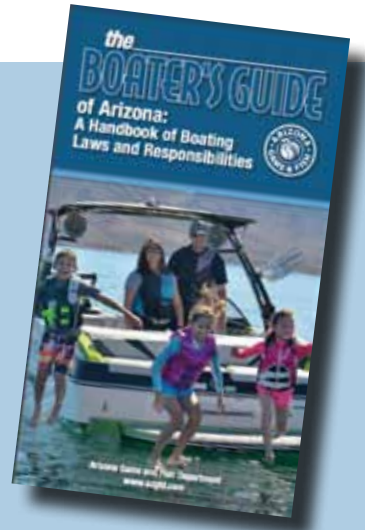
is that unless you’ve completed a National Association of State Boating Law Administrators (NASBLA) approved boating safety education course or you’ve “heard” about the NAV Rules somewhere along the line in your boating you’ve never actually “seen” them!

## A Tad Bit Fuzzier

And there’s a good reason you may be confused based on where you live and where you

boat; they only apply on Federal waterways, such as the Mississippi River and its tributaries, the Colorado River from Utah, Nevada, California and Arizona, the Pacific and Atlantic Oceans, Gulf of Mexico and Great Lakes. And it gets even a tad bit fuzzier than that! While much of this article may read like a legal thesis, the background of the NAV Rules is important to know and understand it the Rules themselves

**RULES, continued on page 18**



## Straight Up Or On The Rocks, Seasucker Has It Covered

Whether carousing on a sandbar or relaxing back in the slip, the new SeaSucker Double Decker Party Barge is the ultimate portable bar and the centerpiece of any party. The unique accessory mounts temporarily to any clean, non-porous surface—inside or outside the boat—and holds everything from bottles and cups to a bucket of ice.

Made in the USA, the Double Decker Party Barge is built from UV-resistant polymer with stainless steel hardware. It holds two large round or square bottles, one mixer and four cups. Removable stainless steel holders and tumbler adapter rings hold a wide range of cans and cups. Knife slots are perfect for prepping garnishes and the built-in bottle opener is sure to get a lot of use. It even has an integrated insulated ice bucket complete with tongs.

The fully loaded weight is no match for the holding power of dual 6” SeaSucker Vacuum Mounts. They install in seconds to secure up to 420 lbs.—often for days. And when the music and lights fade, the Double Decker Party Barge removes just as quickly without leaving a mark. Available in black or white, the SeaSucker Double Decker Party Barge costs \$399.

Contact local dealers or SeaSucker, LLC, 1912 44th Ave. E, Bradenton, FL 34203. 941-900-1850. info@seasucker.com; www.seasucker.com; www.facebook.com/SeaSucker; www.instagram.com/seasucker.marine; www.youtube.com/user/SeaSuckerVideos. ■

## Speakers Aim Directly At Skiers, Boarders, Surfers, Tubers

Most marine stereo speakers produce music that bounces off the transom and reflects off the water, turning it into a distorted mush for anyone behind the boat. This is especially true when the volume is cranked up to be heard above the roar of an engine. The 8” JBL Tower X Marine Speaker System from ProSpec Electronics was engineered specifically to overcome this common watersports problem. Aimed directly at skiers, boarders, surfers and tubers, the fully marinated speakers deliver exceptional clarity and provide an exciting, tunable LED light show.

The secret behind the JBL Tower X Marine Speaker System is in the distinctive angled face of the sleek UV-resistant black speakers. Pointed directly towards the listener’s position, the music is crisp and clear, whether it’s right off the stern



or 70’ out. And for those inside the boat, the sound definition is equally pleasant but without the intensity.

JBL Tower X Marine speakers have long-throw polypropylene woofer cones with rubber surrounds that are matched to 1” horn-loaded titanium compression tweeters. Each speaker produces 150Wrms, 450W peak power with a frequency response of 40Hz–20kHz, 4 ohms impedance, 92dB at 2.83V sensitivity. The result is JBL’s signature audiophile-quality sound with smooth, subtle highs and deep, distortion-free lows.

Another significant feature of the JBL Tower X Marine Speaker System is the light show it creates. The integrated LEDs are bright enough for use during the day

and can be set to any of seven exciting colors. With a lighting controller, they’ll adjust to any conceivable RGB tone.

The speakers come with 360-degree rotating brackets that install on 1-3/4” through 3” bars. Wires can be routed through the mounts for a clean appearance. The 8” JBL Tower X Marine Speaker System model MT8HLB from ProSpec Electronics costs \$1,099.95/pair.

Contact local dealers or ProSpec Electronics, 3325 S Morgans Point Rd., Mt. Pleasant, SC 29466. www.prospecelectronics.com; www.facebook.com/prospecaudio; www.instagram.com/prospecelectronics; YouTube: www.bit.ly/2wQmJWz. ■



## Stereo Packs Power Into 3.5 “ Dash Gauge Footprint

The circular JBL PRV-275 stereo receiver from ProSpec Electronics was designed to pack a lot of power into a standard 3.5” round dashboard gauge hole. But its compact size, all-weather construction and full-color screen make it ideal to install in boats, golf cars, UTVs and entertainment islands.

The JBL PRV-275 is all about playback options. Beyond AM/FM and weather band broadcasts, it streams music with ID tagging from a mobile device via Bluetooth®. Plus, with USB and aux inputs, it’ll accommodate virtually any onboard audio need. If the boat or vehicle has a camera installed, it’ll even display the feed on the stereo’s 2.75” color screen.

While compact at only 4.25” dia., the JBL PRV-275 has simple, yet intuitive controls. The rotary encoder and five soft-touch buttons are easy to use even in rough seas, on the back trails or while heading to the next tee.

Sound quality abounds with the PRV-

275. With 4 x 50 watt peak power, it produces serious volume with the finesse and clarity JBL is known for. With 2 ohm stability, the stereo will power up to eight 4 ohm speakers with parallel wiring without the need for an additional amplifier. Wired remote ready, it comes with three pair of pre-outs, including a sub out, for expansion and adaptability. The JBL PRV-275 from ProSpec Electronics costs \$329.95.

Contact local dealers or ProSpec Electronics, 3325 S Morgans Point Rd., Mt. Pleasant, SC 29466. www.prospecelectronics.com; www.facebook.com/prospecaudio; www.instagram.com/prospecelectronics; YouTube: http://www.bit.ly/2wQmJWz. ■

## Deck Plate Cools Hot, Stuffy Boats

Hot, stuffy cabins and cuddies can be unpleasant places to spend any amount of time. With the 6” Vent Top Deck Plate from Beckson Marine, it’s easy to cool boat interiors on warm summer days and provide a flow of fresh air at night while sleeping. And when ventilation is no longer needed, the cowl vent quickly removes to be replaced with an included solid smooth center plate.

The Beckson Vent Top Deck Plate is manufactured in the USA from durable UV-resistant white ASA plastic, and comes in screw-out and pry-out models. Each cowl vent has an angled lip to prevent water from entering without affecting airflow and is offered in 1-3/4” low-rise or 3” high-rise versions. The watertight smooth center plate is available in white or clear.

To install, the 8-1/8” OD ring mounts with six #8 pan head screws or thru-bolts onto a 6-1/2” cutout. MSRP for the Beckson Marine 6” Vent Top Deck Plate starts at \$107.35.

Contact local dealers or Beckson Marine, 165 Holland Ave., Bridgeport, CT 06605. Email: orderdesk@beckson.com; Visit www.beckson.com. ■



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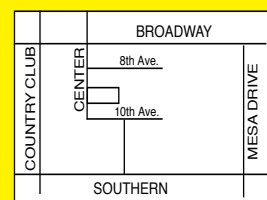


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# Here's How To Fish A Carolina Rig

BY MARGIE ANDERSON

Carolina rig fishing is simple. A large weight and a glass or plastic bead are strung onto the main line. The bead protects the knot from the heavy weight. A swivel is then tied to the end of the line, and a leader, usually of slightly lighter line, is attached to the swivel. Tie on a hook and you're rigged, Carolina style.



**A typical Carolina rig has heavy line with a swivel, a lighter fluorocarbon leader with a very sharp hook and your favorite plastic lure.**

## Choosing The Right Weight

To click or not to click, that is the question. When the water is really dirty, or you're fishing really deep, you may want your rig to make some noise. The noise may alert the bass to the presence of your lure, and let him get close enough to see it.

## Make Some Noise

There are several different ways to get your Carolina rig to make some noise. Brass or stainless steel weights, combined with glass beads or flat brass or steel clickers is one way. John Murray sometimes rigs two brass weights on his line, facing opposite ways, with a bead between them. Bullet Weights has a system that combines an Ultra Steel 2000 sinker, a steel bead, and a flat clicker to make a lot of noise.

If you have ever suspected that fish are hitting your sinker, you're probably right. John Murray once boated a fish that had hit his sinker. The bass had sucked it in and the sinker was wedged on the outside of the fish's body, right next to the gill. The line was through the mouth. If you think you're getting a lot of "sinker bites", you may want to switch to putting rattles in the bait itself.

## Type Of Structure

The type of structure you are fishing is another factor in your choice of weights. Egg sinkers are ideal for sandy or muddy bottoms--they pull smoothly and kick up dirt that resembles a crawfish scuttling across the bottom. For thick weeds, a pointed weight is better--the point pulls through the weeds or grass more easily than a blunt egg sinker.

For fishing submerged trees or rocks, the big blunt Ultra Steel bullet weights are hard to beat. The shape of the nose allows the sinker to slide over small crevices that a pointed sinker may lodge in, while the hardness of the weight prevents it from being nicked and bent while dragging over rocks. Dragging soft lead weights over rocks and limbs can damage the weight so badly that the hole gets sharp edges that can slice your line.

## Carolina Rig Tackle

You are apt to have a lot of line out when you're fishing a Carolina rig, so the hook is important. An extra-wide gap

hook is best, and the hook has to be very sharp, fine, and strong. The more easily the hook penetrates, the better. Don't scrimp on your swivels, either. The last thing you want is to finally get a hawg on, only to have your swivel snap in two.

## Helps On The Hookset

Most anglers agree that a longer rod makes casting a Carolina rig much easier. A longer rod not only makes it easier to cast a Carolina rig, it helps you on the hookset by taking up a lot of line when you swing it, so you get the hook moving faster. Since the weight is not on the very end of the line, it can be difficult to cast. Don't even try to use an overhand cast -- instead, hold the rod out to the side like a baseball bat and sling it forward parallel to the surface of the water.

## Line And Reel Are Important

Your line and reel are important. You'll be dragging the Carolina rig in fairly deep water sometimes, so having a fast reel helps you get control of the fish. Some anglers like braid for the main line and mono or fluorocarbon for the leader, but you can use fluorocarbon for the main line, too. Mono tends to have so much stretch that it's difficult to set the hook on a big fish, especially in deep water or when the line is going through a lot of weeds. If you like braid and the water you're fishing is stained or weedy, by all means use braid for both the main line and the leader. In clear water, fluorocarbon is better.



**Even a kid can fish a Carolina rig and catch fish.**

## How And Where To Fish The Rig For Big Bass

A Carolina rig is one of the best ways to cover water quickly but still keep your presentation subtle. Long points, flats, channels, and even submerged trees and islands are good targets for a Carolina rig. With the heavy weights you can sling them way out, and even a fast retrieve will attract bites. A Carolina rig should never just be dragged behind the boat. If you just let the movement of the boat drag the lure, you will miss the majority of the bites.

## Use The Rod To Move The Rig

The easiest way to fish a Carolina rig is to use the rod to move it. After you make your cast, let the weight free-spool to the bottom. When the line goes slack, reel it up taut then pull the rod sideways and back to drag the weight across the bottom. When you reach the limit of your backswing, reel the line taut as you bring the rod back to the front, then start over again. Keeping the line taut throughout the retrieve and re-wind is essential, because if the line is slack you



**Kids love Carolina rig fishing It's easy to feel the weight on the bottom, and you can always help them with the hookset if necessary. This is our granddaughter Trinity on her 10th birthday!**

won't feel the bite.

While you are pulling the weight with the rod, the lure itself is pulled down and forward through the water. It gets closer to the bottom as it goes, but when you pause and begin to wind up the slack, it allows the lure to pause, then drift upwards until you start to drag the rig again. A lot of times a fish will grab it just as it

## Again, Same Spot

Once you catch a fish, don't be shy about slinging the rig right back out to the same spot. Many a tournament has been won off a single sweet spot. Finding these big-fish spots is not as hard as it may seem. Getting a good map of the lake is the first step. If you are able to get hold of the U.S.G.S. maps of the area before the lake was formed, so much the better. The U.S.G.S. maps usually show more details like creek channels, old man-made structures, etc., while lake maps usually have smaller contour intervals. Combining details from both maps onto one is perfect. (Go to [www.usgs.gov](http://www.usgs.gov) or write to U.S. Geological Survey Information Services, P.O. Box 25286, Denver, CO 80225 for information on U.S.G.S. maps)

Once you have your map, look for long points, creek channels, ledges, etc. Cruise slowly over these areas and watch your depthfinder carefully for any rockpiles, weedbeds, trees, or any other cover near the drop-off that would hold fish. Fishing these pieces of cover is the only way to discover whether or not they are holding good fish. And don't be in too big a hurry to dismiss a spot. You may fish a spot for an hour without a bite, then suddenly get a bunch of big fish right in a row.

## GPS Unit Helps

Finding a honey hole can be serendipitous, too. When the wind blows you off course, or you are tying on and drifting, keep an eye on the depthfinder. More than one honey hole has been discovered

**CAROLINA RIG, continued on page 12**

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Note: There are no changes to the site itself, our Facebook Page, Twitter Account or Facebook Group "The Sportsman's Advocate", Newsletter or the SRT Radio Show.

# Tonto Creek Hatchery Closes To The Public



Precaution taken after invasive mudsnails detected in creek 2.5 miles downstream of hatchery

The Arizona Game and Fish Department (AZGFD) has confirmed the presence of New Zealand mudsnails, an aquatic invasive species, in Tonto Creek approximately 2.5 miles downstream of Tonto Creek Hatchery. AZGFD continues to conduct surveys in the area to determine the extent of infestation.

Beginning June 22, the Tonto Creek Hatchery was closed to the public. This will provide the department with time to enhance biosecurity protocols and evaluate infrastructure investments that could further bolster biosecurity.

The New Zealand mudsnail is an invasive snail that is ovoviviparous (live bearing) and parthenogenic (reproduces asexually). To that point, it only takes one

snail to start a new population.

These snails were first found in Arizona in 2002 in the Colorado River below Lake Powell in Lees Ferry, then progressively moved downstream through the Grand Canyon and into Lake Mead and Lake Mohave. In 2019, they were detected in AZGFD's Page Springs Hatchery. They also have been detected in Oak Creek, the lower Verde River below Bartlett Dam, and the lower Salt River at Granite Reef. In April 2023, the snails were detected in Canyon Creek, and the Canyon Creek Hatchery was subsequently closed to the public to also evaluate and enhance biosecurity at the facility.

New Zealand mudsnails are a concern because they compete with native invertebrates for food, posing potential harm to Arizona's native and sportfish populations, as well as native mollusks. ■

# BASF Introduces An Exciting Target-Shooting Experience

Appeal of steel being offered to recreational pistol shooters.

“Clang!”

That distinctive sound of a bullet hitting steel soon will be ringing out at the Ben Avery Shooting Facility (BASF) in north Phoenix.

Nathaniel Seward, a senior range master for the Arizona Game and Fish Department (AZGFD), hopes a new target-shooting experience that begins July 9 will hit the mark with recreational pistol shooters of all ages (5 and older), and of all skill levels.



## Steel Appeal

“There’s nothing quite like the appeal of steel,” Seward said. “Whereas paper targets are great for showing where a bullet hits, the “clang!” from hitting a steel target provides immediate feedback and gratification. That gratification is further enhanced by seeing that target

swing and spin.”

For \$8 per shooter, per one-hour shooting session (free for ages 5 to 17), customers will have the unlimited option to shoot from several stations, with distances varying from 15 to 25 yards for pistol calibers only. A range safety officer or mentor will be available to assist customers.

## Shooting Dates, Hours

Shooting hours: 8-9 a.m., 9-10 a.m., 10-11 a.m., noon-1 p.m., 1-2 p.m.

Shooting dates: July 9, July 23, Aug. 27, Sept. 24, Sept. 29, Oct. 28-29, Nov. 26, Dec. 16.

Dates and range locations are subject to change. Customers can reserve shooting times at <https://bookben.azgfd.com/>. To inquire about same-day availability,

call 623-582-8313.

As a reminder, all firearms must be cased or properly holstered before entering the range. Hearing and eye protection also is required.

## Various Shapes, Sizes

Seward said targets will come in various sizes and shapes, including silhouettes (with and without flappers), as well as dueling trees, each presenting a unique challenge.

More information: <https://www.azgfd.com/shooting-sports/ben-avery-shooting-facility/>.

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# World's First Electric Boat Motors Still Trailblazing

Elco powers top competitors in fishing tournaments focused on electric-only lakes and reservoirs where pristine waters teem with monster bass. Coastal anglers similarly enjoy stealthy electric shallow-water access.

Since its first pleasure launches peacefully plied the man-made lagoons of the 1893 Chicago World's Fair, Elco Motor Yachts has pioneered clean electric marine propulsion. This year, the company celebrates the results of 130 years of successful trailblazing. Appropriate to the occasion, the industry leader kicked off its anniversary festivities at the Chicago Boat Show.

## Back In The Day

At the dawn of electrification, steam still powered most boats, so riding aboard a battery-driven 36' boat at the World's Fair was a novel experience. Built by the Electric Launch Company, as Elco was

known then, the vessels made 66,000 three-mile trips and carried more than a million passengers. Notables such as Henry Ford, Thomas Edison and John Jacob Astor quickly became customers. To this day, the company still builds luxury launches reminiscent of the golden age of yachting.

Elco has never been shy about adopting the newest ideas and technologies. The company was the first boatbuilder to adopt methods of standardized mass production. It even introduced the world's first boat showroom, Port Elco in Midtown Manhattan, and the offer of direct financing and post-purchase continuous care.

## At Turn Of Last Century

Beginning at the turn of the last century, when Exide Battery founder Isaac Rice acquired both Elco and Holland Submarine, the newly formed Electric Boat Company advanced battery-powered propulsion beneath the waves to develop the US Navy's submarine fleet. While the company continued to advance recreational craft, its production line built 550 Elco Motor Torpedo Boats for the United Kingdom during World War I and another 326 US Patrol Torpedo Boats in World War II. This included then Lt. John F. Kennedy's *PT-109* as well as his lesser-known next command, *PT-59*.

At the start of the Cold War, Elco was a small branch within General Dynamics Corporation. A corporate reorganization shifted focus to naval submarines and a newly acquired aircraft division, causing Elco's pleasure boat efforts to linger.

## Everything Changed

Everything changed in 1987 when a new company took on Elco's banner and leveraged then-new solid-state motor controller technology. The move reintroduced battery-powered electric propulsion aboard recreational boats, resulting in a renaissance of Elco's iconic classic launches. In 2009, the company expanded into outboard motors and focused on powering the emerging electric-boat-propulsion market.

Today, Elco offers a full range of safe and reliable electric inboard and outboard motor systems with power up to 200 hp. Compact and virtually maintenance-free, recreational boaters and commercial op-



erators alike appreciate the lack of warm-up time, instant throttle response, impressive torque and a quiet, exhaust-free ride.

## Diverse Range

Elco propulsion solutions power a diverse range of modern applications throughout the world. In Australia, for example, Elco inboard motors provide sustainable power cruising aboard luxury catamarans where all propulsion and house electrical needs come entirely from batteries charged by solar arrays and backup hybrid diesel power.

Elco powers top competitors in fishing tournaments focused on electric-only lakes and reservoirs where pristine waters teem with monster bass. Coastal anglers similarly enjoy stealthy electric shallow-water access.

## Proud To Continue

It's been nearly a decade since the New York State Canal System repowered

**MOTORS, continued on page 19**

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Carolina rigs are a great way to catch big bass. This one was caught at Pleasant.

## CAROLINA RIG

Continued from page 9

totally by accident. A GPS unit will help you find the place again in the future. It can be difficult to locate a single tree that is far from shore, especially if the water level in the lake fluctuates a lot. Your GPS will take you right back, time after time.

### Leader Length, Lures, And Other Subtleties

Leader length has a great effect on the number of bites you get on a Carolina rig. There are several rules of thumb for determining the length of the leader. The slower the bite, the longer the leader is a basic tenet. Leaders of up to six or even seven feet in length are not uncommon when the bite is really slow. Under the toughest conditions, like cold fronts or for suspended fish, a longer leader usually means more bites.

### Most Popular Baits

In very dirty water a shorter leader makes it easier for bass to locate the lure once they've homed in on the sound of the sinker. Also, if you're using a very large lure like a 14-inch lizard or worm, a shorter leader gives you more control over the lure, as well as a better feel for the bite.

By far the most popular Carolina rig baits among big-bass fishermen are lizards, worms, and creature baits. The whole purpose of a Carolina rig is to have the bait float up off the bottom --otherwise you'd Texas-rig it. Lizards and other lures with more surface area float up really well, and sink more slowly.

### Tempt The Fish

Inactive, suspended fish can sometimes be tempted by a floating bait that stays at their level. Use a floating lure like one of the "super plastics", or add a Carolina Floater from Betts Tackle to your regular plastic to make it float up. (The Carolina

Floater looks like a sinker, but it floats the lure up instead of weighting it down. Peg it next to the hook.) Some pros tie on a tube lure stuffed with a Styrofoam "peanut" to make it float. Senkos can also be killer on sluggish fish.

The key to fishing this rig is to remember where the lure is. When you feel the sinker hitting a tree or a rock, you have to keep in mind that the actual lure may be four to six feet behind it. Don't ever jerk the sinker out of a tree or a hang-up--pull it loose slowly, and let it fall. That way, the lure will follow along behind and stay in the cover where the fish are.

### One Of Most Versatile, Effective

A Carolina rig is an excellent way to get a soft plastic down to those deep-water mid-winter or mid-summer bass. It's also a dynamite method for fishing a floating plastic over a submerged grass bed. Fast or slow, deep or shallow, the Carolina rig is one of the most versatile and effective techniques available. ■

## WARNE

Continued from page 1

lets the fish have all the line it wants until it's tuckered out enough to boat.

### One Of The Secrets

One of the secrets to successful split-shotting is not holding the rod too tight. Warne barely balances the rod on his hand, without wrapping his fingers around the handle. If you hold the rod tightly, a fish senses the pressure the instant it picks up the lure, then spits it out before you can do anything about it. With the rod loose, Warne can let the fish take the lure completely before he sets the hook.

The hookset is critical, Gregg says, and many fishermen fail to set the hook properly. Jerking the rod up is a no-no.

When Gregg feels a fish take the lure, he points the rod tip at the water, reels in the slack, then uses a sideways sweep-set to drive the hook home, bringing the rod tip from straight ahead to almost straight behind him, and keeping the rod parallel to the water at about waist level. Once you have the fish coming at you, and you have the line tight, Gregg emphasizes not to switch the rod from one side to the other. Invariably, this is when you'll lose the fish. Keep the rod on the same side of your body, and run around the boat if necessary to keep from having to change directions.

This is when a reel with a big spool becomes important. For some reason, says Warne, the fish always seem to run straight toward the boat, and you need to be able to reel fast to get control of them. Once he's gotten the line tight, Gregg will back the drag off on a bigger fish--say two pounds or more.

### Varies With Conditions

The speed of retrieve, distance from split-shot to hook, and type of lure he uses varies with the conditions he's facing. As a general rule, if the fish are in less than fifteen feet of water, and flat on the bottom, Warne puts the split-shot about a foot up from the hook. With fish that are fifteen to twenty feet deep, and just off the bottom, he moves the split-shot up to about 18" from the hook. For fish that are hanging off the bottom, suspended, or that want a slow, subtle bait (like after a front), he puts the split-shot two to three feet from the hook.

The split-shot itself, and the hooks you use, are just as important as the rod and reel, Warne says. Always use non-removable split-shot: the little ears on the other kind not only snag more, but they also act like rudders, causing your line to twist and making the lure do loops through the

water. He uses very small split-shot, the lightest he can get away with. "You want to always keep the shot on the bottom, and the line tight," he explains, "so that you can feel the bite or pick-up." For deeper water or windy days, he simply adds another shot to the line, always keeping it as light as he can without losing contact with the bottom.

Split-shotting isn't like Carolina-rigging, Gregg warns, and you don't want a big huge weight crashing around on the bottom scaring everything for 100 yards. Split-shotting is what you do when the fish are wary, sluggish, pressured, or just plain unwilling to take a big, flashy, noisy lure. Finesse is the key.

### Determined By The Fish

The speed of your retrieve will be determined by the fish. A breeze that moves the boat along at a steady pace will usually mean a more aggressive bite, and you can simply let the boat carry you along. This is one of those times that requires two split-shots and a lot of line out.

A slower bite calls for a medium retrieve. Warne describes this as moving the rod tip slowly, 6" at a time, and allowing the shot to settle in between moves. For a really slow, tough bite, Warne forces himself to move the rod only about 3" at a time, with agonizing slowness. "This is where that old saying comes into play," he says. "Fish as slow as you possibly can, then slow down some more." It's really hard to do, he says, especially in a tournament, since you may cover only 100 yards in 3 hours. "Finding the recipe" is what he calls it: you start out fast, hoping the fish are aggressive, then start slowing down until you find out what they want.

### Type Of Lure

The type of lure he uses also depends on the conditions. For more aggressive

fish, he'll use a Yamamoto grub for its fantastic tail action. Berkely power worms are the baits of choice for slower bites--the 4" curly tails for medium speeds, and the 4" finesse worms for the slow times. Warne fishes reapers a lot, too--he gets big reapers and bites off about a 1/2 inch from the front. Reapers should be Texas-rigged with the keel down, Warne adds. Most people rig them up-side down, and that makes them spin around and twist the line.

Extremely sharp, light hooks are critical, especially when you have a lot of line out. Warne uses offset Gamakatsu worm hooks, and matches the size to his lure. Size 1, 1/0, or 2/0 are the ones he uses most. He rigs the lures Texas, but after turning the hook around, he just barely hooks the tip under the surface of the lure, on the side. This skin-hooking means you don't have to pull the hook all the way through the body of the lure on the hookset.

### Not Always Easy

Some people call split-shotting easy, and sometimes it is, but Gregg Warne can tell you that's not always so. During one particularly tough tournament at Mead, Warne discovered that the bite was not really a bite. The fish were picking the lure up and just holding it, and Warne found that he had to lift the split-shot slowly off the bottom, then wait to see if it settled back down when he lowered the rod. If it didn't that meant a fish had it.

"I was whapped after that tournament," Gregg recalls. "Standing there all day balancing the rod and concentrating on the most subtle cues will just wear you out until your back and arms feel like they're on fire." The fact that he won that tournament convinced him that split-shotting is the way to go when times are hard. ■

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WHOOPIE TRAIL AND HENDERSON ROAD

# We're 'On The Road Again'

BY MARGIE ANDERSON

The epic rains we had all winter were great for the wildflower bloom, but not so fantastic for off-roading! John and I avoid going on dirt roads when it's muddy – not because we think we'll get stuck, but because it trashes the roads. It seemed like every time we wanted to go out, it was either going to rain or had recently rained.

Being an Arizona native, there is no way I'm going to complain that we had too much rain, but I have to confess that it did put a damper on our off-road adventures. Not only that, our bird hunting at **Desert Creek Sportsman's Club** was affected as well. It flooded out there big time. At first it was just lots of mud, but Tony cancelled hunts because you can't have people with guns slipping around in wet clay. Not only that, it gets stuck between the dogs' pads and it is a huge chore to get it out!

Tony actually sent me photos of the river rushing through the club, and him kayaking to get to the birds to feed them.



**Red Rocks And San Francisco Peaks**

Fortunately, they are on high ground so he didn't lose any. But he said he would stay open later in the year than usual, and open early.

**Trip #1 Whoopsie Trail**

When it finally dried out a bit, we decided to go back to the area around Arlington and Palo Verde. We stopped at the Gillespie Dam on the way out just to see what the Gila looked like and it was incredible! I've never seen so much water going down the Gila before. It looks so different because there were big construc-

tion machines moving dirt around at the wast edge nearest the bridge.

**Original Plan**

Our original plan was to take the Agua Caliente Road from Old US 80 down to the Painted Rock Dam Road. This was a great trip at first – there were loads of flowers all around the desert, especially when we got into the part that went through the Gila Bend Mountains. We stopped near Fourth Of July Butte and I took a ton of photos of flowers.

The thing about these flowers is that



**Absolutely gorgeous area is at the end of the road.**

smaller shapes filled in with broken glass. I wonder if that was to suggest water? The more we walked around, the more we saw. There is an abandoned mine very nearby – and some of the rock shapes go very close to it, but from what I could find out, nobody really knows who did the artwork or why.

**Careful Where You/Your Dog Walk**

It was a lot of fun to walk around and discover more and more rock-built shapes, and of course we had to go up and see the old mine. Caveat: there are lots of old mines in this entire region, so keep your dog on a leash unless you want to risk losing him down a mine shaft. And keep your kids close, too. Most of the really dangerous ones are blocked off with steel cages, but not all. I've seen some doozies that didn't even have a fence around them!

**Desert Lilies**

After Sundad we decided life was too

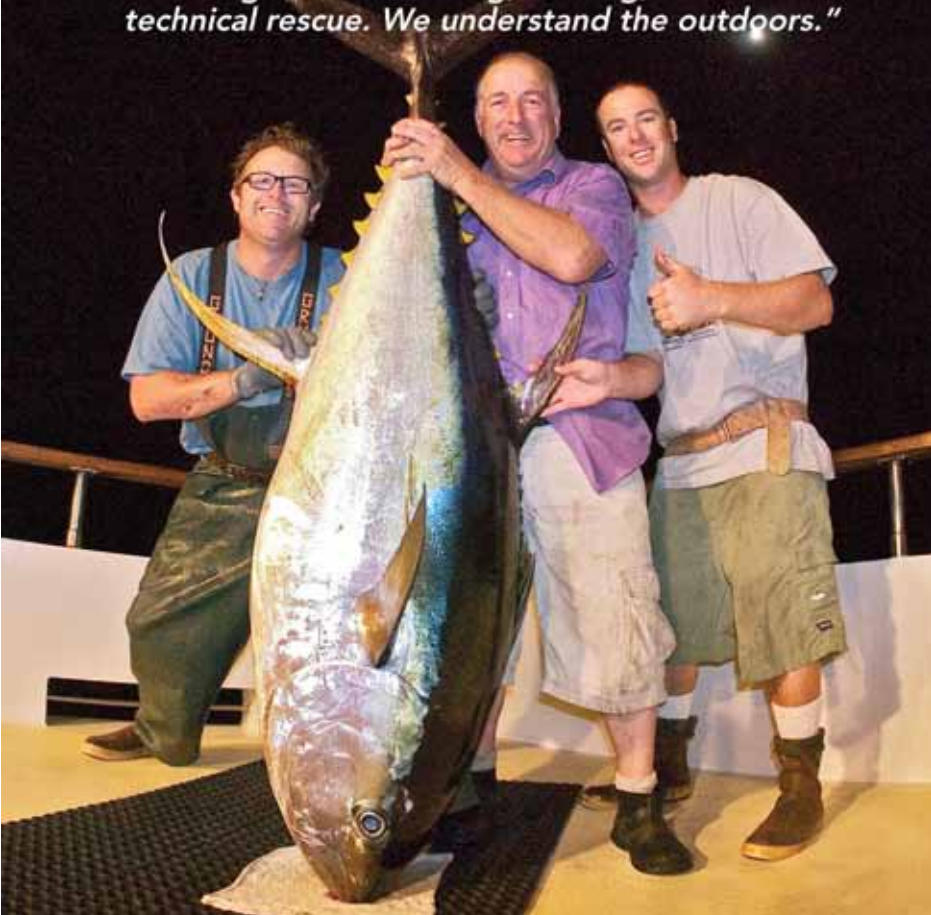


**Lonesome Pocket**

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**This pretty little mule deer we saw near Lonesome Pocket.**

except for the brittle bushes and lupines, most of the flowers are so tiny you really have to look to see them. Then you almost feel bad about walking around because you're stepping on so many!

**Side Road To Sundad**

Honestly, once you get out of the mountains the road is pretty boring – just a huge flat area. We had wanted to go to Hyder to see where APS is building that giant solar farm, but we didn't make it. However, on the way south from the Gila Bend Mountains, I spotted a little side road and my map told me it went to a place called Sundad.

**Sundad**

Without a doubt, Sundad is one of the strangest places I've ever been. Someone spent a LONG time arranging rocks in different patterns – LOTS of them. There are a couple of big ovals with the word Sundad spelled out in rocks. There are all kinds of different shapes, and a lot of

short to drive through flat desert, and we went back north on the Agua Caliente, through the Gila Bend Mountains, and turned west at Fourth of July Butte instead of heading east back the way we came. We drove out to the Whoopsie Trail and enjoyed that roller coaster ride then headed back home via Harquahala Valley Road. Along the way we came to an area that had a lot of desert lilies all over the place. I've never seen those before and they are gorgeous!

**Trip #2 Henderson Road**

The original plan for this trip was to see some fantastic old cliff dwellings in the Sycamore Canyon Wilderness. According to the article I found, you just drive up the Perkinsville Road until you get to FR181 (a little north of the Verde), then at the end of the road you hop out, walk a little ways up Trail 63 and bingo!

**ON THE ROAD, continued on page 15**

**ON THE ROAD**

Continued from page 14

*Wonderful Views*

I'm always up for a ride on the Perkinsville Road. Going north, whether you get to it from Chino Valley or Jerome, the views are to die for. You can see all the way to red rock formations with the San Francisco Mountains behind them. And on this trip, there was still lots of snow on the peaks – in April!

First of all, let me tell you that the rains did no favors to FR181. Took us nearly 3 hours in a lifted Jeep to go 12 miles from Perkinsville Road to the trailhead. However, we did stop a few times, and the one stop at Lonesome Pocket was a bit of a long one. Lonesome Pocket has another trailhead, and it also has an abandoned old house, a trick tank with a roof over it, and some gorgeous scenery.



**Creek with no name — we crossed it on Henderson Road.**



**View from Trail 63**



**Bridge At Perkinsville**

*Bad Fire In The Past*

Much of the forest around 181 experienced a bad fire not too long ago, so that makes rain erosion even worse. Most of the dirt has been washed off the road, which means a bumpy, rocky ride. The wash crossings were not nearly as bad as I feared they would be, though. No running water and no bad wash-outs.

When we finally reached the trailhead of Trail 63, it was noon. We left the house



**This is the trailhead at the end of FR181, Henderson Road.**

at 6 a.m.! After a quick lunch, we grabbed our hiking stuff and hit the trail. Our first problem was deciding which way to go. I wasn't seeing ruins anywhere near on any of my maps. The directions I had were decidedly vague: "go over and around a ridge to the east". I took out my compass to discover that east was exactly BETWEEN two ridges. Sigh.

*Cliff Dwellings*

We took off down 63 with high hopes and hiked for a couple miles and a couple of hours, scouring the nearby cliffs and slopes for anything that looked like cliff dwellings. In the photos I saw, they are spectacular, with high walls, door openings, window openings...I really wanted to see them. But at around 3:00 we called it quits.

It was just getting too late and we wanted to be home before dark. (We made it, but just barely: 7 p.m.) We decided that next time we will bring the camping gear, spend the night, and hit the trail first thing. Meanwhile, more research so we're not just blindly walking around.



**This is the view from the tanks we found on Perkinsville Road.**

*How Do We Get There?*

The trip was far from a total loss, though. We saw the most amazing scenery, especially from the hiking trail. And

we're looking forward to going back. Meanwhile, if you know how to get to those elusive ruins, please let me know!



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**JIMMY STEWART: WWII BOMBER PILOT (1908-19970)**

# This Veteran Served In Many Roles

President Reagan awarded him the Medal of Freedom, which is the highest award that can be awarded to a civilian in the United States.

James Maitland Stewart was born in Indiana, Penn., on May 20, 1908 and died on July 2, 1997. He graduated from Princeton with a degree in architecture.

**Signs With MGM**

In 1935, Stewart signed a contract with MGM studios and began his impressive film career. He made twenty-one feature films and continued to hone his acting skills. He starred in films with Spencer Tracy, Ginger Rogers, Marlene Dietrich, Clark Gable, Jean Harlow, Joan Crawford, Margaret Sullavan, and Edward G. Robinson.



MGM cast him in musicals, dramas, comedies, and westerns. Frank Capra took notice of him in *Navy Blue and Gold* and cast him in *You Can't Take It with You*. In 1938, this film won the Academy Award for Best Picture. Stewart then starred in *Mr. Smith Goes to Wash-*



ington and received his first Academy Award Nomination for Best Actor. He won the New York Critics Award, but not the Academy Award. This happened again twenty years later with *Anatomy of a Murder*.

**Enlists In Army**

Stewart did win the Academy Award for Best Actor for *The Philadelphia Story* also starring Cary Grant and Katharine Hepburn in 1940. Stewart was riding high and MGM was expecting big things from him. What he chose to do next was bigger than anyone could have imagined. As his ancestors before him, Stewart enlisted in the United States Army to the dismay of MGM.

Jimmy Stewart entered the Army as a private and at the end of WWII was a colonel in the Army Air Corps. He began flying combat missions and on March 31, 1944, and was appointed Operations Officer of the 453rd Bomber Group and later Chief of Staff of the 2nd Combat wing. Fully decorated as the result of the 20 combat missions he flew over Germany as leader of a squadron of B-24's. Among the medals, he was awarded were two Distinguished Flying Crosses and the Croix de Guerre.

**Continued Military Career**

Stewart continued his military career after WWII by serving in the Air Force Reserves and rose to the rank of Brigadier General. President Reagan awarded him the Medal of Freedom, which is the highest award that can be awarded to a civilian in the United States.

Following the war, Stewart got right back to the business of making movies. His first post-war performance in the movie *It's A Wonderful Life* earned him an Academy Award nomination. Initially, this film was a box office bust, but it has become the most famous Christmas holi-

day film in Hollywood history. It was also Stewart's and Frank Capra's favorite film.

Stewart ended his bachelor status in 1949 when he married Gloria Hatrick McLean. They had twin daughters, Kelly and Judy, joining Gloria's two sons, Michael and Ronald.

**Stewart's Success**

In the 1950s Stewart broadened his roles and collaborated with some of the greatest directors of his time, such as Alfred Hitchcock, Cecil B. DeMille, Billy Wilder, Anthony Mann, John Ford, and Otto Preminger. In 1955, Stewart was the top male at the box office and in the top five for several years. He received another Academy Award nomination for the film many considered his signature role, *Harvey*.

Stewart's success continued into the 1960s and 1970s by acting in movies such as, *The Man Who Shot Liberty Valance*, *Shenandoah*, and *The Flight of the Phoenix*. He also had his own television series *The Jimmy Stewart Show*.

<https://www.youtube.com/watch?v=CrmTF9RLjaY> ■

## MANA House Serves Homeless Vets

Formerly known as Madison Street Veterans Association, the MANA (Marines, Army, Navy, Airforce) House is a peer-support organization of homeless and formerly homeless veterans. We help support veterans rebuilding their lives by providing support from our staff and partners.'

**Vision**

Alone, the challenge of homelessness is daunting. Together, no one is alone and we can overcome any obstacle. Together we can bring an end to veteran homelessness.

**Mission**

MANA House is a peer-run organization of homeless and formerly homeless veterans offering personal, individualized basic resources, community and advocacy for all veterans.

**Values**

We listen, accept and understand. We create success by practicing these core values...

- Teamwork
- Duty
- Service
- Self-worth
- Camaraderie

**History**

**May 2008** – Fourteen veterans begin to manage their own space in the Mens Outreach Shelter (MOS) on Madison Street in downtown Phoenix.

**Summer 2008** – Madison Street Veterans Association (MSVA) is created as a peer group and serves as an inspiration to other groups in the shelter who organize around their own defining bonds.

**Fall 2008** – The group meetings at MOS became too large, so they moved to Lodestar Day Resource Center. LRDC agrees to become the fiscal agent for MSVA.

**November 10, 2008** – Phoenix Vice Mayor Michael Nowakowski donates a new U.S. flag to the MSVA group. They retire their tattered old flag to American

Legion Post 41 for proper burial.

**December 2008** – Catholic Campaign for Human Development provides seed money of \$700. Soon after, Colonel Joey Strickland of the Arizona Department of Veterans Services provides a \$5,000 grant.

**February 2009** – MSVA volunteers for a veterans stand down event assisting with traffic control, cleaning the area and tearing down after the event.

**May 9, 2009** – Congressman Harry Mitchell and Col. Joey Strickland cut the ribbon on the Madison Street Veterans Association Outreach Center at 233 South 11th Ave in Phoenix.

**May 1, 2010** – MSVA opens MANA House, a transitional living facility at the YWCA building in Phoenix, which houses 49 homeless veterans.

**June 2010** – Representatives go to Washington D.C. to the National Coalition for Homeless Veterans to share their own successful experiences, look for grant money and to do program research.

**October 2010** - MANA House is approved for grant and per diem funding by the Veterans Administration. Grant funds used to remodel the kitchen and replace the flooring.

**November 2011** - MSVA receives first place award for our entry in the Phoenix Veterans Day Parade.

**December 15, 2011** - Terry Araman, Director of the MSVA, is recognized as a "Champion of Change" and invited to the White House to speak about ending veteran homelessness.

**January 20, 2012** - Rededication and open house of the newly remodeled Veterans Outreach Center.

**October 1, 2015**– Catholic Charities Community Services incorporates MSVA into their programs and oversees its development, taking over for Lodestar Day Resource Center. The program is renamed to Catholic Charities MANA House.

**August 2018** – The first residents move into the Catholic Charities MANA House new, expanded facility on Holly St. near the I-17 and McDowell. The new facility has space for up to 76 veterans,

**MANA HOUSE, continued on page 19**

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# Wildlife For Tomorrow Announces Arizona Outdoor Hall Of Fame's 2023 Inductees

The Wildlife for Tomorrow Foundation and respected outdoor journalist Craig Boddington will honor the 2023 class of inductees into the Arizona Outdoor Hall of Fame at the 25th annual Hall of Fame banquet Saturday, Aug. 19.

The event will take place at The Wigwam Resort, 300 Wigwam Blvd., in Litchfield Park, Ariz.

This year's inductees represent a diverse range of experts and advocates dedicated to preserving Arizona's natural heritage. These organizations and individuals have demonstrated passion and leadership in shaping the future of wildlife conservation in Arizona:

- Arizona Big Game Super Raffle (DBA Conservation First U.S.A.)
- Founding members of the Arizona Heritage Conservation Collaborative: Former Arizona Governor Bruce Babbitt, Terry Johnson, Bill Roe
- Eddie Corona



- Kurt Davis
- Arthur Pearce
- Tice Supplee

The banquet will include a social hour, auction, dinner, and the awards ceremony. All wildlife enthusiasts, conservationists, and members of the public are encouraged to honor and celebrate the remarkable accomplishments of our 25th year of inductees.

To purchase banquet tickets, or for information on sponsorship opportunities,

visit <https://www.wildlifefortomorrow.org/halloffame> and scroll down to the appropriate links.

The Arizona Outdoor Hall of Fame was developed in 1998 by the Wildlife for Tomorrow Foundation to recognize and celebrate individuals and organizations that have made exceptional contributions to wildlife conservation in Arizona. Through their extraordinary dedication and efforts, they have played a vital role in preserving the state's natural heritage

for future generations.

Previous inductees include the likes of Senator Barry Goldwater, Congressman Mo Udall, sports writer Ben Avery, outdoor writer Bob Hirsch, conservationist and former commissioner Beth Woodin, the Phoenix Herpetological Society, Senator John McCain, and many other men, women and organizations that have served selflessly and continuously worked for the success of conservation of Arizona's precious wildlife resources.

Wildlife for Tomorrow is the official philanthropic partner of the Arizona Game and Fish Department. The organization provides a way for people who are passionate about the outdoors and wildlife conservation to give back to the places that have given so much joy. Subscribe to Wildlife for Tomorrow to learn about the many ways you can contribute to conservation efforts. ■



## COYOTE WILDLIFE ALERT

Over the past 5+ years, Grand Canyon coyotes have become habituated to human food at campgrounds and viewpoints after being regularly fed by park visitors. After many hazing and removal attempts, Grand Canyon National Park staff have needed to euthanize these coyotes to protect visitors.

### Keep wildlife wild and prevent the needless loss of animal life:

- PLEASE do not feed or approach animals
  - Make sure to secure your food
- Please help us pass along this message to visitors and residents.

## CAPTAINS

Continued from page 5

VHF radios on Lake Erie's Cleveland waterfront crackled to life with an urgent message: A recreational vessel with six persons aboard had struck the breakwall near the entrance to Edgewater Yacht Club. TowBoatUS Cleveland homeports at the club, and Kit immediately jumped aboard a towboat and was the first to arrive on scene. With high winds coming off the lake, he worked quickly with arriving U.S. Coast Guard Station Cleveland Harbor responders to safely take three of the stranded boaters aboard, one with a serious arm injury. He then shuttled them to nearby launch ramp to awaiting EMS responders. The Coast Guard safely removed the other three passengers.

### Capt. Eric Lundin, TowBoatUS Old Saybrook, Conn.

Early on a Saturday afternoon in June, Capt. Eric Lundin heard a VHF mayday call about a vessel sinking near a bridge on the Connecticut River. Arriving at the location just 10 minutes later, he found three men in the swift-moving water, none wearing life jackets, clinging to the hull of an overturned vessel still anchored to the bottom. Water temperatures were in the low 60s, a small-craft warning was in effect and there was strong incoming tide, so Lundin got life jackets to each person as a precaution. After getting them safely aboard and sheltered in the towboat's cabin, Lundin assessed the men, who were showing signs of mild hypothermia, as he swiftly transported them to an awaiting law-enforcement vessel. ■



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## RULES

Continued from page 7

are to be understood and appropriately used.

Basically, the NAV Rules are divided by "International" and "Inland" Rules – so what's the difference? If you boat on a waterway such as the Colorado River or one of its lake impoundments along the flow, then as a boat operator you must comply "The" Inland Navigation Rules – the United States' version of an international treaty titled *Collision Regulations*. The U.S. is one of some 156 or so countries that have signed the treaty.

### International Rules

According to the foreword in the Coast Guard's *Navigation Rules – International and Inland* the Rules were formalized in the *Convention on the International Regulations for Preventing Collisions at Sea, 1972*, and became effective on July 15, 1977. The Rules (commonly called 72 COLREGS) are part of the Convention, and vessels flying the flags of states ratifying the treaty are bound to the Rules. The United States ratified this treaty and all United States flag vessels must adhere to these Rules where applicable. President Gerald R. Ford proclaimed 72 COLREGS and Congress adopted them as the *International Navigational Rules Act of 1977*.

Further, the 72 COLREGS were developed by the Inter-Governmental Maritime Consultative Organization (IMCO) which in May 1982 was renamed the International Maritime Organization (IMO). In November 1981, IMO's Assembly adopted 55 amendments to the 72 COLREGS that became effective on June 1, 1983. The IMO also adopted 9 more amendments that became effective on November 19, 1989. These Rules are applicable on waters outside of established navigational lines of demarcation. The lines are called COLREGS Demarcation Lines and delineate those waters upon which mariners shall comply with the Inland and International Rules. COLREGS Demarcation Lines are contained in the Coast Guard's

edition of the Navigation Rules.

### Attempts To Revise

According to the Coast Guard, the newer edition of the NAV Rules replaced the old Inland Rules, Western Rivers, Rules, Great Lakes Rules, their respective pilot rules and interpretive rules, and parts of the Motorboat Act of 1940. Many of the old navigation rules were originally enacted in the 1800s and earlier! Occasionally, provisions were added to cope with the increasing complexities of water transportation. Eventually, the navigation rules for United States inland waterways became such a confusing patchwork of requirements that in the 1960s several attempts were made to revise and simplify them. These attempts were unsuccessful.

Following the signing of the *Convention on the International Regulations for Preventing Collisions at Sea, 1972*, a new effort was made to unify and update the various inland navigation rules. This effort culminated in the enactment of the *Inland Navigational Rules Act of 1980*. This legislation sets out Rules 1 through 38—the main body of the Rules. The five Annexes were published as regulations. It is important to note that with the exception of Annex V to the Inland Rules, the International and Inland Rules and Annexes are very similar in both content and format.

### Not Really Complicated

Sounds like the topic is very complicated? Not really . . . the Rules are actually quite elegant in their simplicity. Problems begin when we start trying to interpret the rules to explain or understand them. Its best to just read and learn the rule and apply their intent verbatim – don't start trying to be creative in their meaning – take them and apply them as they are written.

While the International Collision Regulations (treaty) have their legal basis in public law, US Code and the Federal Code of Regulations, the states have applied what is necessary to their individual needs in order to comply with the intent and obligations of the treaty to non-Federal waterways, also known as *Sole-State* waterways such as Lake Pleasant

near Phoenix in Arizona, Elephant Butte Lake near Truth or Consequences in New Mexico, Strawberry Reservoir in Utah, Pyramid Lake in Nevada or Clear Lake in California.

### 'Sole State Waters'

Again, and according to Law Insider's dictionary, Sole state waters means those waters entirely within the confines of the state which have not been listed as Navigable Waters by the U.S. Coast Guard applicable to boat MSD (Marine Sanitation Device) requirements. (This because of the jurisdiction and legal issues associated with the Clean Water Act).

According to Code 33 of Federal Regulations Part 339.4, General Definitions, "Navigable waters of the United States are those waters that are subject to the ebb and flow of the tide and/or are presently used, or have been used in the past, or may be susceptible for use to transport interstate or foreign commerce. A determination of navigability, once made, applies laterally over the entire surface of the water body, and is not extinguished by later actions or events which impede or destroy navigable capacity." A quick check with your local Coast Guard District Headquarters Waterway's office can verify if there has been a "Navigation Determination" made for any specific body of water within the District.

### But Wait!

But wait! Do these rules apply in my state when I'm boating on my local lake that doesn't cross a state or international border? Well, yes and no – certainly a version of them does and your state has equivalent "rules" in their state statutes; Arizona Revised Statute Title 5, California Harbors and Navigation Code, Nevada Revised Statute Chapter 488 and Utah Revised Statute Title 73. And the primary enforcement agency in each state is generally the state's resources agency such as Game and Fish Department, Utah State Parks, Department of Boating and Waterways and others. Basically, any

**RULES, continued on page 19**

## BEARS

Continued from page 1

humans; however, they have an excellent sense of smell, which can be problematic for the bears themselves and people.

AZGFD officials advise those living in or visiting bear country not to feed wildlife or leave trash or other attractants, such as pet food or bird seed, accessible because it could lead to a situation where "a fed bear is a dead bear."

"If a bear becomes habituated to getting food from trash cans and other human sources, it's only a matter of time before it loses its fear of humans and begins to actively search other human food sources," says Lt. Shawn Wagner, AZGFD law enforcement program manager. "At that point, the bear becomes a threat to public safety."

### Safety Tips To Avoid Attracting Bears:

#### Keep Them Away From Your Home.

- Keep all trash inside a secured area until collection day. If that's not possible, keep food waste in a bag in the freezer and place those in the trash as close to collection time as possible.
- Take bird feeders down at night.
- Keep pet and livestock food inside or remove all uneaten food.

#### Camping

- Keep your food and attractants secured and inaccessible to bears. Do not keep food in your tent.
- Don't burn leftover food or trash at the grill or campfire.
- Set your campsite away from places where bears might forage for food, such as creeks, rivers, and other bodies of water.

#### Hiking

- Don't wear scented lotions, deodor-



ant, or perfumes.

- Make noise or hike in groups.
- If you take your pet hiking, always keep it on a leash.

### In Case Of A Bear Encounter

- Do NOT run; that could trigger the bear to chase.
- Do NOT play dead, fight back.
- Attempt to deter, then back away slowly facing forward if the bear keeps approaching.
- Make yourself look bigger by raising your arms or pulling your shirt/jacket higher than your head.
- Throw items such as rocks and yell at the bear.
- If attacked, fight back.

Bear sightings in areas with human activity should be reported to AZGFD's 24/7 dispatch center at 623-236-7201. In an emergency, call 911. For additional information, click here or visit the Living with Wildlife page at [www.azgfd.gov](http://www.azgfd.gov) ■

## MONSOON

Continued from page 1

- Turn on navigation lights.
- If possible, head for the nearest shore that is safe to approach. It might be best to ride out the storm in open water rather than try to approach the shore in heavy wind and waves. But never try to ride out a storm in a paddlecraft.

- Boats should head the bow into waves at a 45-degree angle. Personal watercraft should head directly into the waves.

For more information on boating in Arizona, visit [www.azgfd.com/Boating/](http://www.azgfd.com/Boating/).

### When On A Shoreline Or Riding An OHV:

- Always wear proper safety gear, including a helmet, eye protection, long sleeves, pants, over-the-ankle boots and gloves.
- Seek shelter indoors if storms are developing or are nearby.
- Never cross running water. While it can look shallow, it might be deep enough that it could push the vehicle downstream or get it stuck in loose sediment.
- Drive slowly to not lose control on muddied trails.
- To avoid being struck by lightning, avoid open fields, high ground, trees, poles or other tall objects, and standing bodies of water.
- Be aware of, and avoid, flash flood zones.

For more information on riding an OHV in Arizona, visit [www.azgfd.com/OHV/](http://www.azgfd.com/OHV/). ■

## RULES

Continued from page 18

state, county or municipal law enforcement agency has the authority to cite a recreational boater for any navigation rule violation.

And if you're boating within the territorial limits of a coastal state, depending on the vessels involved, their home port and the activity, California for example could have jurisdiction up to 200 miles off-shore, and certainly within 12 miles of their shoreline. After that things really get specific depending on the issues. But basically, the US Coast Guard has

the authority to enforce US law (e.g., the NAV Rules) on any Federal waterway – and the Coast Guard can board your boat anytime for any reason. Unlike state, county or municipal authorities that must have probable cause.

### Know, Understand, Apply

If you're not sure what rules apply where you boat, contact your local state resources agency or law enforcement on the waterway you use and they'll be happy to share or provide information where you can obtain a small handbook detailing the rules and other regulations that apply where you're recreating. ■

## MANA HOUSE

Continued from page 16

nearly double the number at the previous facility. It also offers an industrial kitchen and dining room, large enough for all residents to enjoy meals together and build comradery, plus a computer room, a day room with books, games and a pool table, and laundry facilities.

### Partners

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## MOTORS

Continued from page 10

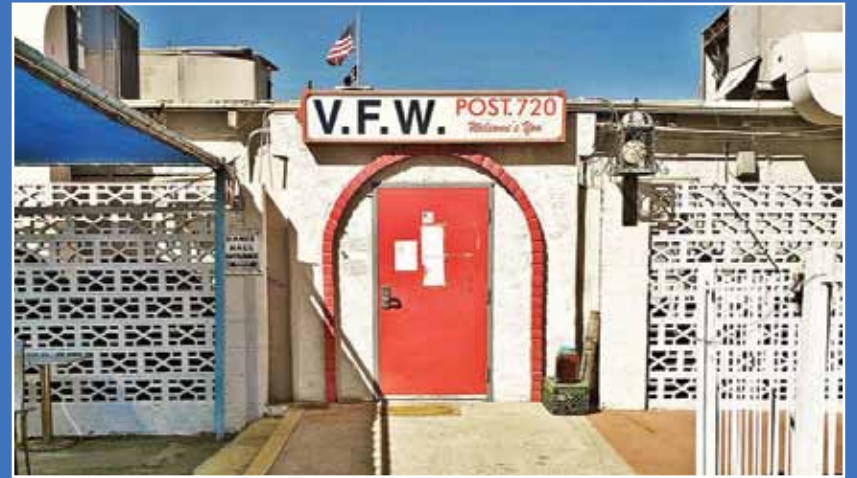
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WESTERN

JULY 2023

# OUTDOOR TIMES

A PUBLICATION OF ARIZONA BOATING & WATERSPORTS



PHOTO BY MARGIE ANDERSON

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