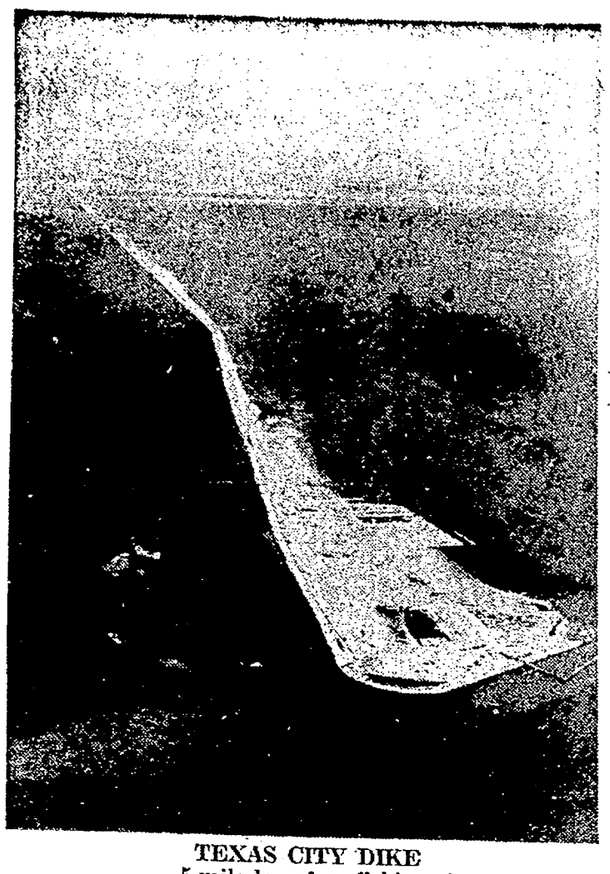


TEXAS CITY DIKE
. . . 5-mile-long free fishing pier

HUGE DRY STORAGE SHED FOR BOATS
. . . at Texas City Dike and Marina

The Corpus Christi Caller-Times

OUTDOOR

SUNDAY, SEPTEMBER 18, 1966 PAGE 6C

THE SPORTSMAN

City Might Imitate Texas City Dike

By ROY SWANN
Outdor Editor

Just like everyone else, I'd like to tell our city planners just where to go.

Only I'm not mad at any of them about anything. Rather, I'd suggest a trip to Texas City and after they get there I'd advise them to take the 5-mile drive over the Texas City Dike.

What they'd see might be surprising, like:

1) Perhaps the longest free fishing pier in the world;
2) Picnicking and park areas, with shelters, tables and benches and barbecue pits;
3) Boat launching ramps;
4) Bait stands and cafes;
5) A huge marina with dry storage and boat slips, a complete marine supply store and services.

The Texas City Dike originally was built to protect the Texas City ship cannel from silt brought into Galveston Bay by the San Jacinto River. It parallels the channel for more than five miles.

The dike is jettied with huge rocks on the channel side and silt from dredging operations in this channel and nearby Houston Ship Channel is poured behind the jetty, building up the dike constantly.

In fact, the end of the dike is higher than the mainland at Texas City.

Galveston County maintains recreational facilities on the dike and while they are not elaborate, they have served a purpose.

Fishing is made available to everyone and actually that's what brings most of the visitors. They fish from the rocks on one side or wade from the other. They launch their boats and go into the bay or on into the Gulf.

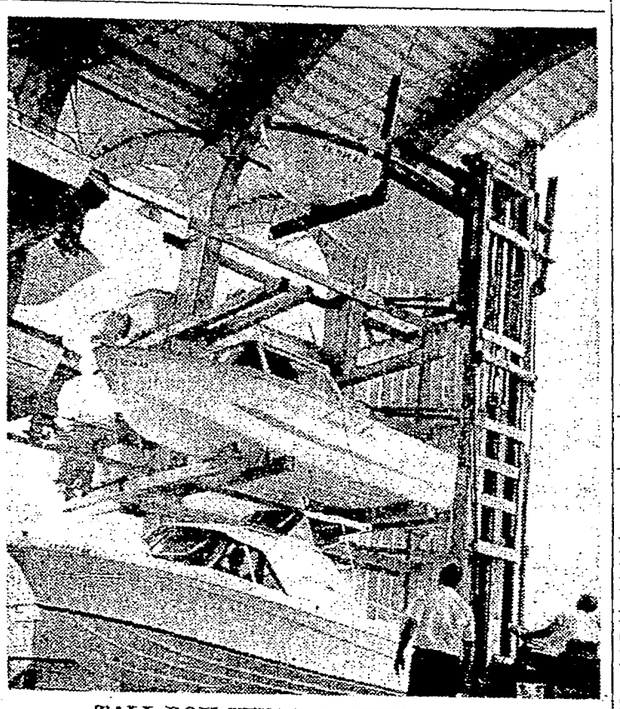
A. C. Becker Jr., sports and outdoor editor for the Galveston News, said it is a tremendous fishing spot. The channel edge is perfect for winter flounder fishing and the deep channel at the end is one of the best tarpon fishing spots in the whole bay.

The county gives leases to those businesses that serve the needs of fishermen and users of the dike.

Largest of these is the Texas City Dike Marina, where there's a huge dry storage building, docks and boat launches and, in reality, one of the most complete marinas on the coast. There even are plans for a motel and even more docks and piers.

Right now, the dike serves only one other purpose than as a deposit area for dredging spoils. That's recreation.

Perhaps Corpus Christi could follow suit, utilize spoils from our ship channel and create fishing and park facilities.



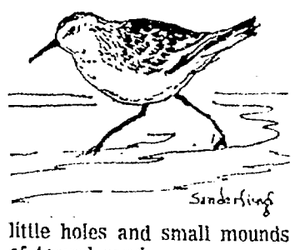
TALL-BOY HYSTER LIFTS BOATS
. . . stacks them in their dry berths

BIRD NOTES

Sanderlings Are Missing From Mid-Summer Beaches

By KAY McCRACKEN

For several weeks in midsummer the Gulf beaches of Padre and Mustang Islands seem curiously vacant; although they swarm with people something is missing. Then one realizes that the "beach fleas," those pale little sandpipers, properly called sanderlings, that so constantly chase waves in and out, are not a part of the scene.



Sanderlings are present so much of the year it is easy to forget that for these summer weeks they are dutybound to arctic regions where they go about the annual business of propagating their kind. Actually, individual sanderlings spend months on the breeding range but the earliest migrants return so soon after the late ones pass through that only a few weeks go by when at least a few are not on the beaches here.

We who know the sanderling would feel at home on almost any ocean beach in the world—for there also we would find this familiar, busy little bird. It is among the most famous of globe trotters, having one of the longest migration routes and appearing on every continent. At low tides it resorts to bay beaches and even lake and river banks, but the favorite habitat is ocean shores and it is never happier than when stormy weather tosses up great abundances of food.

Their predilection for fresh groceries keeps sanderlings skittering before and behind the restless ocean waves, probing the wet sand for small crustacea and mollusks, often leaving in their wakes lines of little holes and small mounds of tossed sand.

Learning to distinguish one species from another among the small sandpipers takes years but because of its typical behavior the sanderling is usually the one first pinned down. It is middle-sized among the fraternity, eight inches long including an inch of stout black bill, and in winter it is the palest of all until it flies—then flashing white stripes in dark wings set it apart. Ruddy turnstones and willets show similar flight patterns, but both are larger than the sanderling. The sleeping bird, head tucked underwing, white breast against white sand, is completely camouflaged.

Come spring and the mating urge sanderlings assume a bright copper plumage on head, chest and back. We see little of this transformation for it occurs as they wing northward, but one May when the Rockport ski basin was under construction, dredges spewed up such a profusion of good shorebird eating that flocks of sanderlings lingered on until their brilliant feathers gleamed like new-minted pennies on the mud flats. Some trace of the color is seen on fading adults just returned from the north.

Not only plummage but the way of life changes for the sanderling when it arrives on its Arctic nesting territory; on the tundra it is more on land than sea and lives on insects as much or more than on marine food. Quickly a leaf-lined nest is built on a low ridge sparce of vegetation, four olive brown eggs are laid and incubated, and all hatch more or less together. As soon as a shell is vacated the vigilant mother bird carries it away—so as not to attract predators, and as soon as the fourth precocial chick is dry and strong, the brood is led off—for the same reason. At night and in rain the little ones cuddle beneath the mother's protecting wings.

And as soon as the youngsters are able, the family begins its long flight south—thousands of miles—joining other families of sanderlings as they go along. Flocking, however, is not characteristic of the species; sanderlings are not notably gregarious and when they reach their winter territory they tend to scatter out along desirable stretches of beach to feed alone, contentedly. Nor do they say much, just a "Twick, twick!" when flushed; but a little band that happens to be together may twitter softly among themselves in congenial fashion.

Now that fall is here the island beaches look "right" again, sanderlings are returning in increasing numbers every day. Plump, cheerful, hurrying with long strides, seemingly tireless, they trot after receding waves only to turn and race inshore as other foamy whitecaps advance. The beachcomber need never feel lonely; sanderlings are always with him.

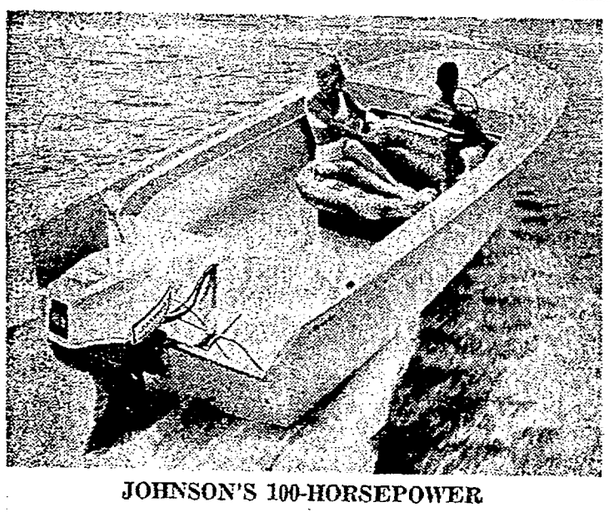
Experimental Salt Water Ponds Approved Finally

AUSTIN (Sp) — First steps have been taken by the Texas Parks and Wildlife Department to pioneer in Gulf coast marine research through establishment of salt water pond facilities near Palacios.

The Department has signed a $33,000 sales contract for a 40-acre tract fronting 800 feet on Matagorda Bay in Calhoun County. State funds involved were provided by the 59th Texas Legislature, Regular Session.

If the project is completed, it would be financed on a 75-25 basis, with the United States Bureau of Commercial Fisheries paying the larger share.

Emphasis would be placed on experimental studies of major marine species under controlled conditions. Although experiments and research will be primarily aimed at species of commerical value, information to be secured will also greatly enhance the Department's efforts in managing those salt water species of fish avidly sought by sports fishermen.



JOHNSON'S 100-HORSEPOWER

Ignition Item Heads New Johnson Features

The 100 horsepower Golden Meteor with new "Power Pulse" ignition, eliminating breakers, points and condensers, leads, the 1967 line of Johnson outboard motors.

Director of Marketing Tom Kalbfus said the new ignition system, available only on the new 100-horsepower model, delivers high voltage electricity to spark plug electrodes 20 times faster than with conventional coil-and-breaker ignition.

Johnson's 10 power classes remain the same but folding versions of the 3 horsepower models have been added. Other powers in the 16-model line are 5, 6, 9½, 20, 33, 40, 60 and 80 horsepower in addition to the 100.

A 185-horsepower V-8 is new to Johnson's stern-drive line. Other stern-drives are the V-4 90, (two-cycle), V-8 200 and V-6 155, upped five horsepower over last year's model by new carburetion.

All models are covered by a two-year warranty and operate on a 50-1 gas-oil ratio.

A new mounting system has improved idling and slow trolling characteristics of the Sea-Horse 9½, described by Kalbfus as "the fastest selling fishing engine in the world."

Four-position adjustable transom mounting clamps are standard on all V-4 engines. An alternator-generator has been added to the 60 giving all V-4 engines this feature.

Electramatic Drive with single-motion shift-throttle control and electric shifting is standard on the 100 and Electramatic models of the 80 and 40.

Standard electric starting Models are available at 33, 40, 60 and 80 horsepower. An optional electric starting kit is available for the 20. Other models include a manual starting 40 and a 60 with heavy-duty lower unit for large cruisers and workboats.

Two models of the new folding 3 are available: the high thrust "Right-Angle Drive' version and the weedless "Angle-Matic." The folding 3 can be purchased with a carrying case.

Junction boxes for the V-4s have been eliminated for 1967. Electrical lead-ins and voltage regulators are now mounted inside the engine covers. The adjustable mounting clamps allow movement from the standard 20 and 15 inch transoms up to 22 and 17 inches in 4 steps.

Tidewater Fishing forecasts

Monday, September 19, 1966
Wells Scientific
Fishing Forecast

Forecast: Early morning very good with night fishing excellent.

OUT 10:00 AM	5:10 PM
Current rating:	V. Strong
IN 7:20 PM	1:40 AM*
Current rating:	Strong

Huge numbers in Bays move OUT fast late A.M. Huge movement in after dark.

These forecasts are based on the horizontal movements of Tidal Currents which control fish food movement. Times given are for center of Bays. Near the Passes, subtract time and allow more time for the distant Bay areas.

Mercury Features New Ignition System for '67

Thunderbolt ignition, a lightning-fast, high voltage ignition system without breaker points, highlights the line of 1967 Mercury outboard motors announced by the Kiekhaefer Corporation of Fond du Lac, Wisconsin.

The Kiekhaefer - developed capacitance discharge system was pioneered in the outboard industry on six - cylinder Mercurys last year, and the new version is standard equipment on four models: The 110-hp Merc 1100SS, world's most powerful production outboard, the 95-hp Merc 950SS, the 65-hp Merc 650SS and the 50-hp Merc 500SS.

The all-solid state Thunderbolt system makes Mercury's ignition one of the most dependable parts of the outboard engine. The need for periodic checks and adjustments to plugs and points is eliminated, since the breaker system needs no timing correction with use. Once correctly set the timing never needs resetting, since there are no breaker cam or cam follower to wear, no points to pit, erode, wear or need re-gapping.

Thunderbolt is a complete, fully - integrated system that makes use of space-age technology and solid - state components capable of producing spark voltage far surpassing any conventional system, and in mere millionths of a second — so quickly that practically no energy is lost through current leakage caused by spark - plug deposits. Thus it can fire plugs that are "fouled" by conventional standards.

Other features of the 1967 Mercury line include:

Exclusive silencing system, for unmatched quiet; Polar-Gap spark plugs on all Thunderbolt ignition models; 50-1 gasoline-oil ratio; a more powerful Merc 650, new fuel economy for the Merc 200, new long-reach spark plugs on all models, new propellers and many refinements.

The 110-hp Merc 1100SS is the latest in a line of high-powered motors with which Kiekhaefer has led the industry in horsepower since 1954.

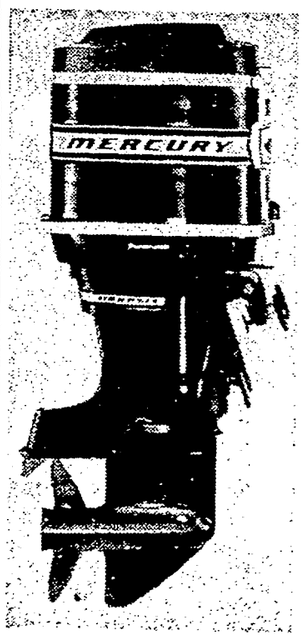
The Merc 950SS, a 90-cubic-inch six-in-line, was engineered to give top performance with maximum fuel economy. High torque over a wide range of engine speeds makes the 950SS ideal for skiing and for larger boats requiring high propeller thrust.

Mercury's middle - range motors, the 50-hp Merc 500 and 65-hp Merc 650, offer Thunderbolt ignition on the SS models, which have electric starting with alternator. Increased displacement on the Merc 650, to 62.3 cubic inches, gives even more power to this lightweight four-in-line. The Merc 500 has new styling ot emphasize its compact size, more efficient cooling, and a new heavy - duty crankshaft. Both engines have new reeds and reed blocks.

For low - cost family fun, Mercury's 35-hp Merc 350 offers all the silence, fuel economy, and dependability of its big brothers in a small, two-cylinder package.

Mercury's fishing twins, the 20-hp Merc 200, 9.8-hp Merc 110, and 6-hp Merc 60, lead the industry in features fishermen want: Jet-Prop exhaust to bury sound and fumes deep underwater, even when trolling; twist-grip steering and speed controls; glide-angle design to eliminate misfiring and plug fouling caused by fuel puddling; slanted "no-nose" lower unit to glide over weeds and lines; full gear-shift; front and back carrying handles.

The Merc 39, Mercury's 3.9-hp single, offers the same features as the twins, including separate fuel tank, aluminum cowl, and forward-neutral-reverse shift.



MERCURY

55- and 105-Horsepower Chryslers Head '67 Line

The only 2-cylinder, 2-cycle 55-horsepower engine on the market heads the 1967 Chrysler outboard line, although a new 105 horsepower engines also is offered.

There also is a completely new selection of mid-range models and the broadest across-the-board choice of engines ever offered by Chrysler.

The Chrysler 55 is one of 27 new model offerings in the 1967 line. Completely new in design, performance, and styling, the 55 provides more horsepower per pound than any other outboard in its class. Electric-start standard models weigh only 134 pounds, with alternator models slightly heavier. A ratio of .41 horse-power-per-pound has been achieved on the Chrysler 55, a level never before achieved on an outboard in this power class.

Styling is clean, trim, and compact, with appearance matching the new styling concept introduced last year on the Chrysler 75 and 105 horsepower models. The Chrysler 55 is a runabout-range model that provides versatile power for water skiing, cruising, fishing, and straightaway speed. Top-to-prop silencing, electric starting, and engineered-in economy are among the features offered on the four lightweight 55 hp. models available.

The 1967 Chrysler line ranges from the top-of-the-line 105 to the lightweight, air-cooled 3.5. Both the Chrysler 105 and 75 offer top power for cruisers and large runabouts and are designed to handle most boating applications. The 105, still the most powerful outboard ever certified by the Outboard Boating Club of America, represents another outboard industry "first" achieved by Chrysler in 1966—the provision of more than 25 horsepower per cylinder. This engineering accomplishment allows more flexibility, less weight (about 30 pounds less than comparable competitive outboards) and better all-around performance. The 105's counterpart in the top-of-the-line category, the Chrysler 75, is a 3-cylinder engine that develops maximum power, yet throttles down to a smooth idle.

In addition to the revolutionary new 55, Chrysler mid-range offerings for '67 include six new 54's and four new 35's. Boaters can choose Chrysler 45's in manual start, electric, and alternator models, standard 15" or long 20" shafts. Performance and styling are all-new—reflecting the engineering advancements originated last year in the Chrysler 105 and 75.

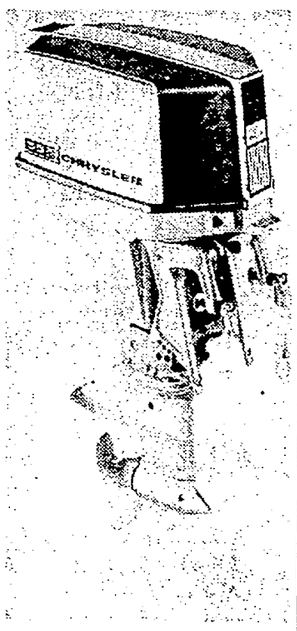
The Chrysler 35, formerly available only as a manual-start model, is now a fully deluxe engine with electric starting and complete silencing. Manual start 35's are again available in both standard and long shaft models.

Fishermen choosing a new outboard can select from nine Chrysler fishing engines from 20 to 3.5 horsepower. The Chrysler 20, ideal for large fishing boats and pontoon boats, include manual start models and the new Autolectric models introduced in 1966.

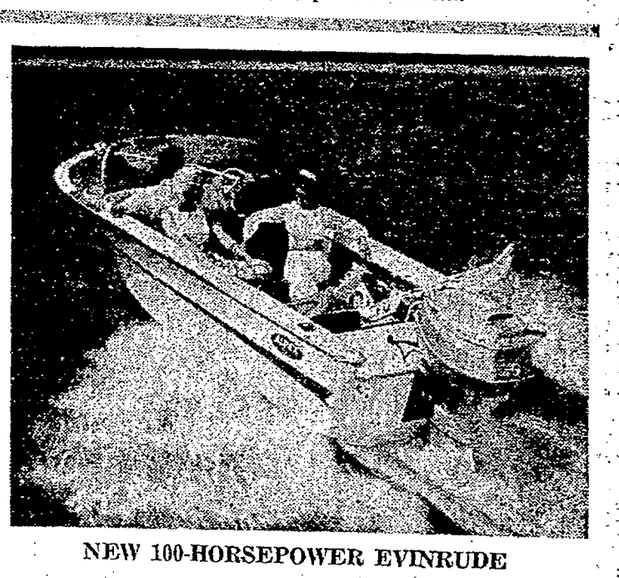
The convenience of key-switch starting is available to fishermen in a smaller horsepower engine, too. The Chrysler 9.2 Autolectric outboard includes generator, dome light, and interlock features found on the Autolectric 20.

Chrysler's manual start 9.2 outboard weighs just 55 lbs. and is ideally portable for the fisherman with a 12 or 14-foot boat. Low-level rewind starting provides quick and easy starts without engine "tip-up."

Two trim-line lightweights round out the Chrysler line of fishing outboards.



CHRYSLER



NEW 100-HORSEPOWER EVINRUDE

Electronic Ignition Introduced by Evinrude

An all-electronic ignition system that includes no breaker points nor mechanical contacts and makes use of surface gap 360 degree arc spark plugs, will be introduced by Evinrude on its 100 horsepower models for 1967.

Used on the Starflite 100-S that set the world outboard speed record of 130.9 miles per hour last March, this total electronic system produces a high voltage spark. It eliminates pre-ignition caused by super-heated plugs and vastly improves slow speed operation. All electronic components are imbedded in solid plastic.

Also new on the 100-S, as well as on the 1967 models of Evinrude's other four cylinder models, are adjustable height transom brackets that allow 2½ inches of vertical adjustment for better matching of the motor and boat.

The Milwaukee marine firm has added three standard fixed-shaft 3 horsepower models to its 1967 line, supplementing the folding-shaft 3's introduced last year. Numerous operating improvements have been made to other motors in the line.

The complete Evinrude line for 1967 includes: the 100 hp Starflite 100-S; two 80 hp electric start models, the push-button electric shift Starflite and the manual shift Speedifour; the 60 hp electric start Sportfour (available in standard or heavy duty model); the 40 hp electric shift Lark; the 40 hp electric start Big Twin Electric; the manual start 40 hp Big Twin; the 33 hp Ski Twin, available as either electric or manual start; the 18 hp Fastwin; the 9.5 Fastwin with new suspension system; the 6 hp Fisherman; the 5 hp Angler; and the 3 hp models, the right-angle drive Yachtwin, and the weedless drive Lightwin and Ducktwin, available in either folding or fixed shaft.

For 1967 Evinrude has added 6 amp alternators as standard equipment on the 60 hp Sportfour and the 80 Speedifour. The electric shift 80 horsepower Starflite and the Starflite 100-S both have 15 amp alternators, with soft-contained solid-state regulators.

The 9.5 hp low profile Sportwin for 1967 has a completely new suspension system and new carburetion, resulting in better distribution of fuel through more constant metering. This greatly improves the low speed operation of the Sportwin.

The folding 3 hp models, new last year, feature lower units hinged for compact storage in their own plastic carrying cases. In the folded position, these engines are 15 inches shorter. For those who have no need for the portability and storage benefits of the folding motors and who wish to save a few dollars on initial cost, Evinrude had added standard fixed shaft models to its 3 hp line.

All Evinrude motors are designed to operate on a 50-1 fuel to oil ratio and are covered by Evinrude's two-year warranty. All models except the 3's include 6 gallon remote fuel tanks as standard equipment on all models, with a selection of propellers available on all models 18 through 100 hp on an even exchange basis.

The 100-S is available only with a 20-inch lower unit.