

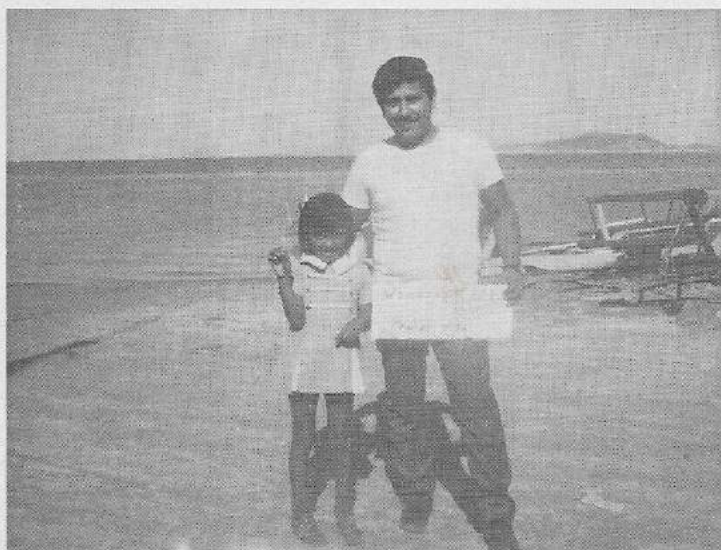
CHOLLA CHATTER



OFFICIAL PUBLICATION OF THE CHOLLA BAY SPORTSMENS CLUB

VOLUME 17, NUMBER 1

JANUARY 1974



PANCHO VILLA

See Story on Page 12

CHOLLA CHATTER

Official Publication
of the
CHOLLA BAY SPORTSMAN'S CLUB, INC.
P. O. Box 7171, Phoenix, Ariz. 85011

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Harris Waren

Bob Davis

We wish you the very best in the coming year...

IN MEMORIAM

Dr. E. D. Detjen

IN MEMORIAM

D. G. Stadelman



By Dick Alllyn

urer; Lew Frazier and Harry Capen, building committee and council members; Mel Jarvis, search and rescue chairman and council member; Bob Parnell, derby chairman and council member; Steve Steffens, radio chairman.

Also Betty Capen, Ray Curtis, Al Scott, Harris Waren, council members; Bob Bos, Big 10 chairman and council member; Bob Morris, Christmas party chairman; Pete Scott and Bob Rumsey, council members; Susie Bos, Chatter editor and council member; to the Phoenix and Tucson council alternates. To all these people I wish to express my gratitude and heartfelt thanks for making my job an easy one.

Of course, I must not forget our club representatives and radio operators, Hector and Betty Munro, to whom we owe a great deal of gratitude for their expertise and efficiency in the operation of our radio facility.

My thanks to all. It's been a pleasure working with you and for you.

- May your boat always float...
- May your line always be wet...
- May your catch be large...
- May your relaxation be fulfilled...
- And may you enjoy Cholla always...

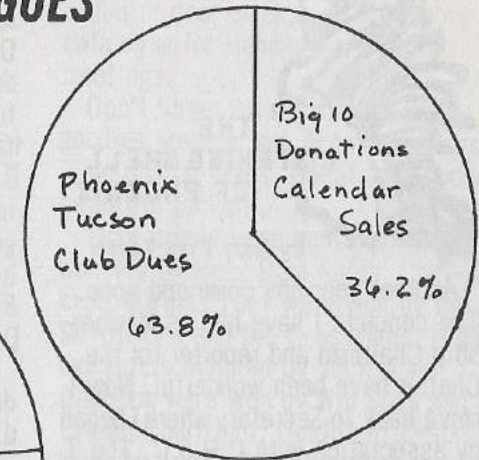
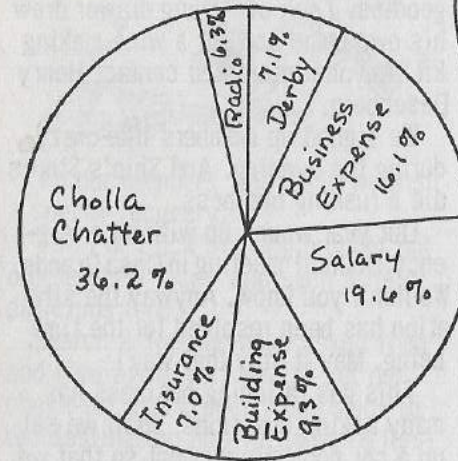
As this past year is now over, I want to take this opportunity to thank all of those club members that were responsible in making this a successful year. There were many who worked hard; devoted much of their time without compensation, and gave their support to the club officers and committee chairmen toward our yearly goals, which proved to be extremely successful.

It would be very hard to name all those responsible for this help. However, I wish to give special mention to my fellow officers and those council members and committee chairmen who gave their time to "make it happen" this past year.

To Bob Pennington, council vice chairman; Cy Curtis, council secretary; Henry Desenberg, council treas-

WHERE THE MONEY GOES

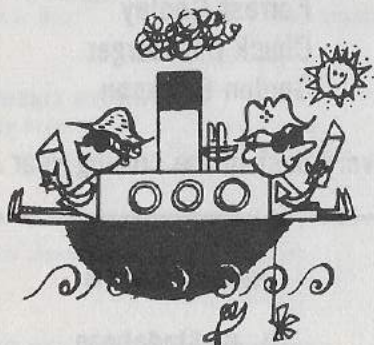
Big 10, Donations and Calendar Sales are inconsistent and not dependable.



HOW THE CLUB'S INCOME IS SPENT:

Income equals 100%, but expenditures equal 102.7%. This is one reason for the increase in the Club Dues. With the rising costs, if dues had not been increased, it would have been disastrous.

Henry Desenberg,
Council Treasurer



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THE LISTENING SHELL OF PHOENIX

By Mary Fran Taylor

Another year has come and gone. The contacts I have had as Membership Chairman and reporter for the Chatter have been wonderful. Now I move back to Secretary where I began my association with C.B.S.C. The 3 years have been most interesting. I advocate anyone taking some office or committee work. It is very educational. Don't hold back, most of us are pure amateurs.

Did any of you get up at the crack of dawn to see the comet? I did and never saw a blamed thing. Then I found out the comet was not visible except with binoculars. But in January skies, in the evening, we are supposed to have a very clear view of the comet and its tail. So, that waith you saw in a nightgown in Cholla Bay was only me...

Our election night was our second Pot Luck. As before it was delicious. We let the election board come out and fill their plates first and then retire to the back room. It was a fun night for everyone except those who

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were counting ballots. The youngest child present was the son of Henry Desenberg. He drew the names for the door prizes. Marlana Jarvis won the first, Don Barber won the prize that had to be modeled - a Chef of Cholla Bay outfit with apron with pockets for olive pits, toothpicks and such goodies. Then our young drawer drew his own name and got a wine making kit. Anyone interested contact Henry Desenberg.

We signed up members like crazy during the evening. And Ship's Stores did a rushing business.

Our year wound up with an emergency Council meeting in Casa Grande. Wouldn't you know. Anyway the situation has been resolved for the time being. May it stay that way!

This gas rationing business has many asking questions. Shall we set up a car pool arrangement so that we can see that our places are still in order - or a blanket arrangement for inspection when anyone is there? We in our area are already checking other places, whether we have authority or not.

So far Mary Von Linsowe is to be Membership Chairman, Nancy Hylton is to be in charge of the Coffee Klatch, and Jim Westfall will continue in Ships Stores.

The Barbers are grandparents of a new baby boy - Patrick. Congrats! Have a Happy New Year...

Craycroft Marina

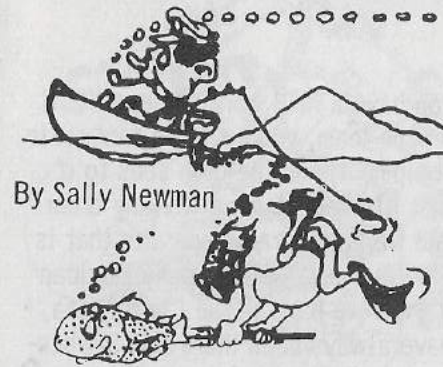
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TUCSON SCUTTLEBUTT



By Sally Newman

To our members who are ill we wish a speedy recovery.

The Pot Luck meeting brought out old and new faces and such a lot of delicious food.

Search & Rescue have asked time and time again that we fill out our check-out slip properly and stick to the destination on slip. Search & Rescue reported that there was a 16 ft. boat with 6 people aboard that spent the night out. Their check-out slip was signed 'around Pelican Point'. When they failed to return that night Search & Rescue went into service. A plane in town (headed for a trip south) made a short search - no luck - so a plane was called in from the States. But in the meantime the boat came in on its own power. If the check-out slip was signed out properly, they would not have had to spend the night out.

Filling out the check-out slip is for YOUR own sake. A lot of time would be saved and heartaches avoided if it would only be done, and done right.

New and old members are needed at meetings - there was much discussion on how to get people to attend. There will be a swap meet

after our regular meeting. A Raffle of better door prizes, an accessory catalogue for members attending meetings.

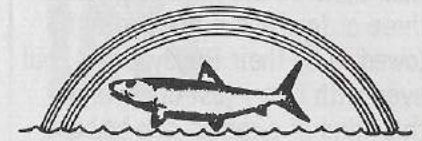
Don't forget all the Cholla Bay goodies you can get at the meetings. Tide charts, Maps, Decals and those beautiful jackets.

Door prizes were boat cushions, donated by Best Boat Sales, Craycroft Marina. They were won by the McKibbons and the Crossmans. Hook extractors donated by Jack Dunn Cashbox were won by Win Sims and Eileen Courtright. Gordon Erickson won the Epoxy Putty donated anonymously, and Pete Scott Sr. won the Silver Box that was raffled.

We wish at this time to thank our officers for their jobs well done - representing us in the way of our needs to make this club the great one it is.

Welcome to all our new officers - we will try to help them in every way possible during their terms of office.

Good luck and adios till next month,



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By Mel Jarvis

Here we go into a new year, with fingers crossed and high hopes, we will be afloat this time next year. I am sure we will be.

Search & Rescue had a good year and is looking forward to an even better one this coming year.

Did you know that this past year there were over 5000 boats put into the waters at Cholla Bay and praise be we got that many boats back on shore? You just can't do any better than that. We did have to go after three or four and a few had to be towed in by their Buddy Boats, but even with this I just don't think this kind of a record can be beat anywhere.

Oh yes, we have a lot to be thankful for, through your club that puts your safety ahead of everything else

you have a hard working search and rescue team, you have the best radio equipment, and the club sees to it that it's kept in good working order and we have a radio operator that is always tops. And the many Mexican friends we have in the Cholla area have always been there to help whenever we needed help.

In the coming year maybe there won't be as many boats on the reefs or maybe you'll have to fish without a Buddy Boat sometimes. I hope not, but if you do, and have a problem, use the old head. Do what has to be done, and don't panic. If you checked out with the radio shack and followed your float plan, we'll know you're out there and where to come get you.

Good luck this coming year – and safe boating.



By Mel Jarvis

With the new year just around the corner and the good fishing, it's time to get the old rig in shape. Now more than ever, you should be sure your engine is tuned to peak performance.

If you haven't had your outdrive or lower unit or outboards serviced, you should do so...this should be done once a year. Check the prop to see if it's bent or out of balance. Props like this are hard on lower units, seals and bearings.

One part of the boat system that is sometimes overlooked is the battery. Check the water in it, make sure the posts are clean and that its tie down strip or anchor is in good shape. Take a check on the battery ground and positive cable connection, see

that they are clean. Good ground is very important not only for your battery and engine system, but for any other electrical equipment such as radio and depth finders.

Check the wheel bearing and running gear of the boat trailer. If your trailer is equipped with the bearing buddies, you may have been overlooking the bearings. They should be pulled out and checked every now and then.

Hope to see you at the Bay...

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FEBRUARY
21, 22, 23, 24**



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Something of interest...

To All Dealers:

The Boating Industry Associations have published a number of papers on the Energy Crisis and how the "crisis" may or may not affect our industry.

BIA's November 27, 1973 paper sums up the situation basically in four brief statements so "let's get some facts straight."

1. There is no energy "crisis" in America. Yes, there is a petroleum shortage which is being felt in certain areas, but it has not reached the crisis stage, and probably won't. We do ourselves a disservice to speak in crisis terms because such talk breeds panic - in the public, in the Statehouses, and in Congress.
2. Congress does not intend to shut down ANY industry. The National Energy Emergency Act of 1973 (still to gain full Congressional approval) clearly states among its objectives: "Maximum employment in the face of critical energy shortages" and minimizing "the adverse effects of such shortages or dislocations on the economy and industrial capacity of the Nation." In other words, Congress wants to keep you in business.
3. Boating itself is a \$4 billion a year industry, employing nearly 1/2 million people in 19,000 different companies exclusively in the marine business, to say nothing of the additional millions boatmen spend on related goods and services. In many instances, though labeled a leisure-time activity, boating is the major employer in the community. Boating is also the primary attraction in many areas relying on tourism for their livelihood.
4. Boatmen are minor users of fuel in relation to other consumers. Recreational boating consumes approximately 1/2 of 1% of the gasoline used by Americans each year. This is equivalent to 1/2 tank of gas per car per year. The American motorist by cutting his highway speed by 10 miles per hour can save 20 times the amount of gasoline used by the average boatman.

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To the members of the Phoenix Chapter:

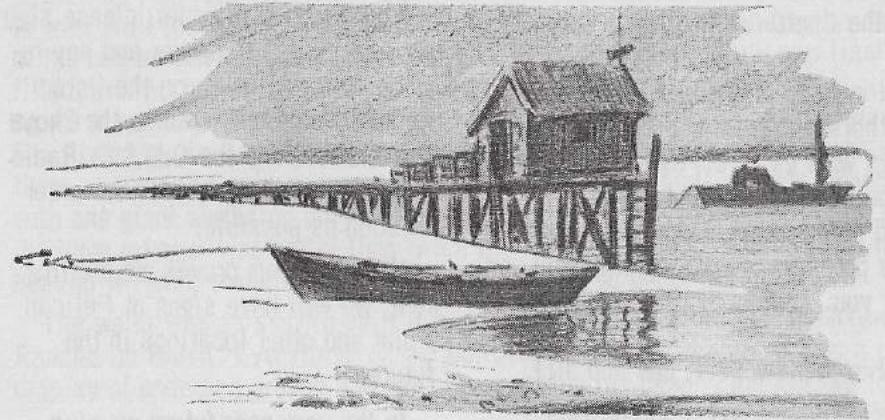
I would like to take this opportunity to express my gratitude to each and every one of you for the support and assistance that you have given me this past year.

To my affairs and committee chairmen, thanks for the outstanding effort on behalf of the club and myself. Without your wise council, direction and extra effort, I'm sure I would never have been able to complete the year.

So, to all of you, thanks for allowing me to be your President for 1973; thanks for such a rewarding year for me personally.

I would ask that you support the incoming officers for 1974 with the same vigor - and we'll have an outstanding year!

Sincerely,
Harris Waren



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FROM THE EDITOR'S DESK

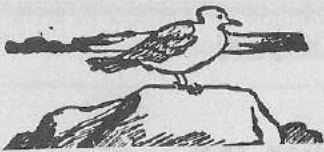
Pancho Villa is the proud owner of the trailer. Little Vicky pulled out the ticket and received a big hug from Pancho. I understand that Pancho has a growing family and is in need of a home for his loved ones. Congratulations to Pancho Villa!

Much credit and many thanks are due Jenean Thomson who illustrated the cover of our December 1973 issue of the Chatter.

I want to take time to thank all the authors who have shared their happenings with us. From them we have learned a lot. Without your stories and cooperation, I would not have had the pleasure of working with you and for you. Thanks again!

Happy New Year, one and all!

Susie Bos



On the Way to Cholla Bay

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If this system proves more efficient, we will have signs at Pelican Point and other locations in the future.


In the very near future we also hope to have a boat wash service available for your convenience — operated on the same sign-up system as the water service.

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CRUISE OF THE

vagabundo

ON THE SEA OF CORTEZ

By Bill Troxell

We left off last month talking about the advisability of hiring Spanish speaking agents and mentioning Mexico's official 40-hour work week. This usually starts about 8 A.M. and ends with 3 P.M. weekdays. Avoid holidays ... of which there are many in Mexico ... and avoid weekends if you can. Regardless of what you do, allow yourself enough time to handle the waste of time you're bound to run up against. We are different peoples with different ways of doing things and you might as well accept what you will find because you certainly are not going to change it. After owning a second home in Mexico almost twenty years I am pretty well qualified to make that observation.

Escondido provided us with another haul of oysters for the return trip, and ... sick as I was ... I had to get into the act. At Mulege we arrived early, only to wait until the owner of the dock returned from a fishing expedition on one of his charter fishing boats. It was long after dark when our tank was finally filled, and we had no intention of trying to dodge the entrance hazards at night, so we remained at the pier until next morning. Our goal for the evening was San Francisquito Bay after refuelling at Rancho De Barril ... IF there was gas there as the Sea Guide suggested. Again we passed by pods of huge whales, with one giant surfacing only a few feet from the Vagabundo. Considering that the huge mammal was better than twice the length of the boat and a great deal heavier we were thankful he didn't decide to emerge under our hull.

The water was as smooth as if it had been planed as we entered the bay near Rancho De Barril. Everything on the bottom was clearly visible. It was a rare display of undersea growth and life. Approaching the beach close in, we low-

CONTINUED ON PAGE 14

Mel Jarvis
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ered the dinghy, filled it with jeep cans and rowed ashore. I asked the pleasant, middle aged man who had come down off the hill to meet us if he did indeed have gas for sale. He did ... and not only that ... he had 100 octane. Each of us picked up a couple of cans and began the long hike to his ranch headquarters well back up a palm lined arroyo.

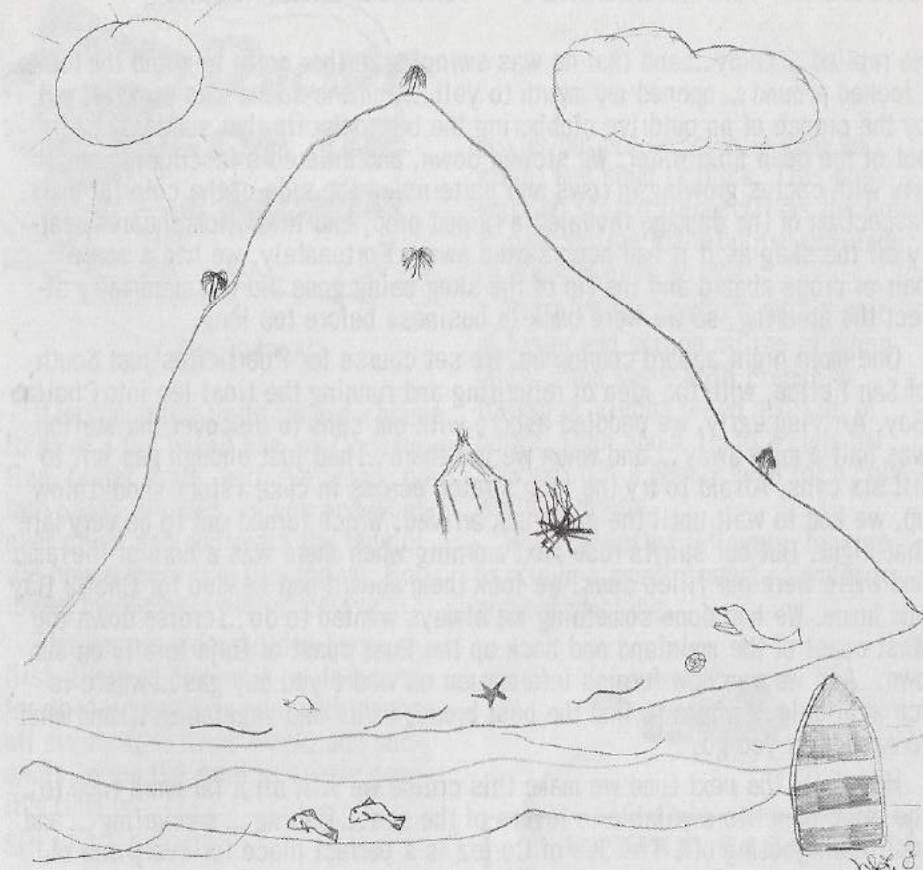
Jose Villalencio, proprietor of Rancho De Barril, hauls gas in barrels sixty miles over impossible roads to accommodate fishermen and the occasional airplane landing on his private street. Gas comes from those barrels into jeep cans by gravity flow after a hard inhale from the oversized lungs of Jose. He also had many cans of his own and we packed seventy five gallons into a 1936 Dodge truck sitting there, and bumped down what served as a road through the Baja desert to the beach. It was the cleanest gas we had bought and the same price as at the pier in Mulege ... sixty cents a gallon. Incidentally, when gas is delivered in barrels, you buy one or more barrels ... not just so many gallons. Even in La Paz.

San Francisquito Bay is in two parts ... the outer part largely protected and good anchorage for larger vessels. The inner bay is totally protected, fascinating ... a perfect spot for exploring or riding out a gale. Or for viewing the myriad life of the shallow floor within the inner confines.

Sal si puedes channel is well named. It is reported that the early Spanish mariners applied the monicker. Translated, it means ... SAIL ... IF you can. The currents are swift and contrary. The winds are often peculiar to the area. It is not uncommon for vessels to be trying to forge ahead, motors running full bore, and the boat losing ground. The Vagabundo is well designed ... both inside and out. She took everything the Sea of Cortez offered with relative ease, and the passage through Sal Si Puedes and Ballenas channels was no exception. We averaged close to fifteen knots the entire way. Our intended anchorage was famed Puerto Refugio on the Northern tip of Angel de la Guarda Island. And I was anxious to get there, because I was thoroughly miserable with that strep throat.

The charts show hidden rocks at the Western entrance to Refugio. They are there, alright! Though apparently not exactly where we thought they were, per the charts. I had just come up on the bridge and asked Ray how he was doing.

CONTINUED ON PAGE 16



The above sketch was sent in
by nine year old
Diane Zimmerman
who has evidently enjoyed a bonfire at Cholla

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He replied ... Okay ... and that he was swinging further north to avoid the rocks. I looked around ... opened my mouth to yell ... and the sound was drowned out by the crunch of an outdrive clobbering the big rocky tip that suddenly came out of the deep blue water. We slowed down, and entered a fascinating small bay with cactus growing in rows and patterns up the side of the colorful hills. Inspection of the damage revealed a ruined prop, and the bottom sheared neatly off the skeg as if it had been sawed away. Fortunately, we had a spare pair of props aboard and the tip of the skeg being gone did not materially affect the steering, so we were back in business before too long.

One more night aboard coming up. We set course for Puerticitos just South of San Felipe, with the idea of refuelling and running the final leg into Cholla Bay. Arriving early, we paddled ashore with our cans to discover the station was half a mile away ... and when we got there ... had just enough gas left to fill six cans. Afraid to try the long stretch across in case a storm should blow up, we had to wait until the gas truck arrived. Which turned out to be very late that night. But our spirits rose next morning when there was a horn at the ramp and there were our filled cans. We took them aboard and headed for Cholla Bay and home. We had done something we always wanted to do ... cruise down the West coast of the mainland and back up the East coast of Baja totally on our own. And we can now furnish information on where you buy gas ... where is ice available ... where to find the best bread, fruits and vegetables ... and what to expect as you go.

Hopefully the next time we make this cruise we will allot far more time to the other benefits available to lovers of the sea ... fishing ... snorkeling ... and just plain goofing off. The Sea of Cortez is a perfect place for every one of these activities. And a Cargile Cutter the perfect boat to do it in.

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CLUB MEMBERS



By Jane Putnam

It has become a tradition in our house to have a big baked ham on Christmas Eve, buffet style, with rye bread, potato salad, pickles, olives and whatever chips and oddments the lady of the house feels like dishing up. Followed by pumpkin pie, of course.

The ham is a dandy idea because, first, there is always a lot left over for do-it-yourself snacks and lunches all during Christmas week, and secondly, when the meat is nearly gone it's time for

SPLIT PEA SOUP

Scavenge every tender morsel of meat and marrow and cut up fine. Into a large kettle or Mexican cooking olla put the hambone, a package of split peas, a large onion minced fine, 2 or 3 carrots which have been sliced super-fine with a potato-peeler, the ham, and a collection of your favorite herbs and seasonings. I use rosemary, thyme, paprika, some seasoned salt, seasoned pepper, green pepper flakes, celery salt, onion salt, and a little basel.

Add about two quarts of water. Bring to a boil, then turn down to a slow simmer and cook, covered, for about two hours, or until peas are soft and

tender but not completely gone to mush, and soup is thick. This brew must be stirred frequently as the solid part settles to the bottom and tends to stick or even scorch.

Retrieve the hambone with a pair of tongs and scrape off the clinging peas. Then serve with French or Italian or Vienna bread and lots of butter. Plan about 1½ to 2 cups per serving. It's a hearty meal for a cold winter evening.

When reheating leftovers, be sure to stir in a small amount of water to prevent sticking.

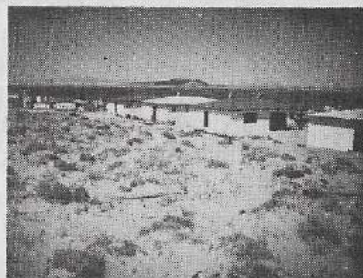


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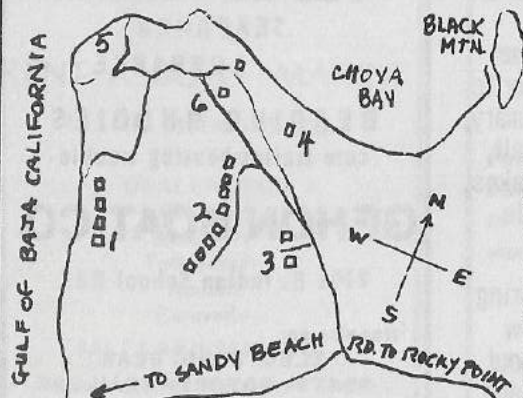
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The homes above are part of the new SANDY HILLS subdivision which faces Choya Bay and Black Mountain. Built on lots measuring 62x60 ft., the houses are 1 and 2 bedrooms. Total construction area measures 1184 ft. Prices, \$7950 thru \$9250 with terms of 6 yrs. at 8% interest.



These homes are the FOUR ACES on the gulf waterfront and the total constructed area is 1300 sq. ft. There are two bedrooms in each. All have Spanish tile roofs, ceramic tile floors and fireplaces. Prices from \$13,950. (All prices are subject to change without notice.) Terms available now, 6 yrs. at 8%.



- 1 - FOUR ACES
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- 3 - CHOYA HOTEL
- 4 - CHOYA RESTAURANT
- 5 - PELICAN POINT
- 6 - SITE OF NEW RESTAURANT

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 Apdo 178
 Puerto Penasco, Son., Mex.

In Phoenix call
A. S. BROWN, 968-8009

FOR SALE!

FOR SALE - SMITHCRAFT 19-foot Rocky Pointer Boat, with trailer. Twin Evenrude electric start engine, stainless steel 50-gal. main tanks, 12-gal. aux. tanks, depth finder, compass, 3 anchors, extra props, custom mahogany windshield, convertible top, full protective cover, many extras; fishing & diving gear. A complete ready-to-go rig, \$3,500.00. Curtis Earl, 5512 No. Sixth St., Phoenix 85012 (264-3166).

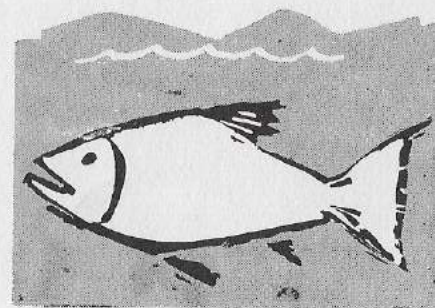
FOR SALE - Pearce Simpson Model DS 464 depth sounder. 0-240 feet with transom transducer, cable and owners' manual. Bob Bos, Tucson 624-1905.

FOR SALE - Lot 293 in Cholla. 23 ft. self-contained Kenskill house trailer, 12x20 steel building, 20x24 patio roof, storage shed, etc. Will sell with or without trailer. Also 2 12x20 heavy duty pre fab steel buildings - model on display at lot 293. Contact C.G. Coker, at home phone, 959-4035.



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