

CHOLLA CHATTER



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CHOLLA CHATTER

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

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CALENDAR OF EVENTS

APRIL 9, 1973
POT LUCK - TUCSON

MAY 25, 26 and maybe 27
DERBY AT CHOLLA BAY

AUGUST 19, 1973
PICNIC, MT. LEMMON - TUCSON

DECEMBER 10, 1973
POT LUCK - TUCSON



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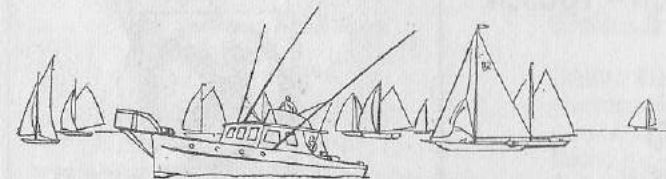
Dear Friends

I really wish more people would come to the club meetings. The club meets the 2nd Tuesday of every month at Goettl Bros. auditorium. The club really needs more people to come out and get involved with our club and become officers of the club.

I would like to hear from every person who has been a member or would like to be. I would like to know each ones thoughts about the club. If you have ideas of what we should be doing, or if you have a gripe or whatever, you can write me at 5201 W. Camelback Road - Space D74, Phoenix, Arizona.

Please come and bring a friend. Thanks.

Al Scott



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By Mel Jarvis

Most everyone that fishes the reefs off Cholla has the feeling that it just couldn't happen to me, or just never gives it any thought at all.

I'm sure Paul Brown of Phoenix had no premonitions or gave any thought to the possibilities of any thing happening that day to him or his crew on the 20 foot Imp "El Goucho". As they headed out for the South reefs, for a day of fishing.

The weather was clear, but the water was a little rough. After spending some time trying to get over the reef they gave up and started back to Cholla. About 5 miles out of Cholla they heard a loud pop from the out-drive and stopped dead in the water.

Paul thought they had lost a drive pin in the prop and going through his spare parts kit he came up with a new one. After hanging in mid air over the stern of the boat, he succeeded in getting the prop off, only to find that the pin was alright. A little voice said Oh my friend, we are in trouble.

Paul started calling Cholla, Betty answered, but Paul wasn't receiving on his radio. Hoping Cholla could hear him, he gave his reading out of Cholla and what his trouble was. Betty checked her Search and Rescue board to see who of the S&R team was at the Bay - and Bob Parnell was

heading the list. Bob took over the Search and called "Penny's Pride," Bob Pennington's boat, then on its way in.

Bob Parnell gave the information and they both headed out for the "El Goucho" Then it got too dark for the search boat and he called Cholla that they were coming in because they couldn't find the "El Goucho."

When the "El Goucho" first went dead in the water, Paul felt sure they could get in if they could just get going again. They didn't put out the anchor, and when they finally did, they failed to put out enough line. So when they were found they were 10 miles south of Rocky Point Beacon. Paul realized they were still drifting so dropped all 150 feet of his anchor line, and the hook found a rock and they stayed put.

When Bob Parnell heard from "Penny's Pride" that they could not find the boat in trouble, he headed for Rocky Point in hopes of finding a plane. He lucked out and at 6 a.m. next morning Arthur M. Adler of Northfield, Ill., with Bob Parnell as spotter was headed south. 10.3 miles south of Rocky Point beacon, they spotted the "El Goucho" and her sea sick crew. Shortly after that "Penny's Pride" had the "El Goucho" in tow and got her back on the trailer.

Paul and his crew spent a long, cold night. The wind came up and the sea was running pretty high. They did not get any sleep. As Paul said, he was afraid to sleep for fear the next big wave would come in the boat.

I'm sure some lessons were learned and if the "El Goucho" ever stops again on her own, the old anchor will be the first call of duty. Second, if

Continued on page 17



By Mary Fran Taylor

The year has started off very quietly - except for the telephone. Susie and I both forgot to tell everyone that the proposed raise in dues had not passed. The dues remain the same. At least I got to talk to lots of our members - and a teenager was completely frustrated with the calls never being for her.

The annual dinner party for the incoming and outgoing officers and committee chairmen was held at the Alpine Village on January 27th. Senor Williams and his date were to be our guests. At the last moment he had to cancel out and make a trip to Sonoita and the Pinacate area. A rather fizzled evening for most of us, but the dinner was excellent.

On the Pinto Cove area yellow stakes and yellow painted numbers have appeared. We are trying to find out what kind of surveying is being done, and its significance.


Membership is lagging a little behind. Members of the Board have taken application blanks and are busy trying to increase our membership. With the raise in dues not passing, we need more members for more money to support our Radio Shack, Search and Rescue operations, and the Chatter.

Derby time is approaching, May 25, 26 and maybe 27. Some of the committee activities are being postponed so that all effort can be devoted to the Derby.

Al Scott, as entertainment chairman, had an excellent film on the Alaskan Highway for the last meeting. Lined up for the meeting in March is a film on Marlin fishing.

Don't forget our
DERBY...
May 25, 26 and
maybe the 27th too!!

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May 25, 26
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Dick Allyn, Chairman

A new year started and hopefully more successful than the last. This year the council has made a very good start on the year's coming events and the new committee chairmen have been selected to head the various functions of the club.

Here they are: Derby, Bob Parnell; Chatter, Susie Bos; Radio, Harold Niles; Search & Rescue, Mel Jarvis; Building & Improvements, Harry Capen; Big 10, Bob Bos; Christmas Party, Bob Morris. Each of them will appreciate all the help the membership can give them, especially in the case of a "donation and help needed." category such as the Christmas party, and needless to say, our annual Derby.

Our overall goal for the year is to promote and continue these functions for the benefit and enjoyment of all the members of the Cholla Bay Sportsmen's Club. Specifically there are other areas that require the council consideration and efforts. We will strive to better the relationship of the Club and the officials of Rocky Point that are directly concerned with the Club's activities at Cholla Bay. Incident with the club and the fish inspector notwithstanding, progress was made with his office toward a better understanding and cooperation. That progress will be continued this year so that maybe an even better relationship will be realized.

Improvements will be continued on the fry house and Club facilities at Cholla Bay.

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DERBY—May 25, 26,
and maybe 27th

Those of you who attended last year's Derby fish fry know how well the meal was prepared. I've been told by some that it was the best ever. This would not have been possible without the fry house, however it does need improvements and modifications. How about the radio facility! What an excellent job in moving to the new room. Chris Tatum and Mel Jarvis and crew deserve a very well done for their efforts. More improvement at the radio facility will be made with the removal of the old trailer. The space will be turned into a patio.

As the year rolls on there will be other things that the council will need to consider. I know that they will arise and become a challenge. The representation from each chapter is made up of people who are dedicated to the club and its existence. A greater unity between Phoenix and Tucson is pledged, so that all of our goals will be fulfilled. My hope is that all the members will be behind the council, giving aid and suggestions whenever, wherever possible.

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Dick Allyn

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It couldn't be happening – but it was

We were drifting south on a stiff wind from the north. The three of us sat looking at each other in disbelief. We had just scrambled out to let out every inch of anchor line we had – 150 feet – and had found no bottom. It was nearly midnight then, and we could barely see the beacon at Puerto Penasco.

On Saturday morning we had headed out on 270 following another boat. The sea was rough and the heavier boat soon out-distanced us and was out of sight. We were about 10 miles out when we decided it was just too rough for fishing; it would be best if we turned back, just as we had the day before. We were about half way back when suddenly the engine revved up and we weren't moving. I throttled back immediately and turned the engine off.

The next hour or so we spent looking for the trouble. The shear pin, the prop bushing, electric controls – everything we could think of was checked. It was eventually decided that there was nothing we could do to get underway again.

We estimated that we were due west of Pelican Point approximately five miles, and in about 40 feet of water. We felt quite confident at this point that someone would be able to spot our distress flag, especially at midday with clear skies. We also radioed in and requested help. Paul had spoken to Betty earlier and had mentioned that our radio was not working too well. She said she had heard us clearly the day before. By 3:30 we began wondering if she had heard us this day too, so we started to wave frantically with whatever we had to the on-coming boats. Apparently they couldn't see us because of the rough seas. We tried the intership band, but to no avail. A shrimper heading out from port had already passed us, then suddenly came about and headed toward us.

We were naturally elated and glad to see the OSO II pull up alongside. We told them of our plight. The captain was very courteous and offered to call in for us on his radio and make sure someone would be coming out. In a few minutes he came out of his cabin and announced that he had made contact. Someone will be out in a short time. I could swear to this day he said within 15 minutes. Later I thought that fifteen minutes Mexican time could be a couple of hours. They left and we watched them fade away over the horizon. Again we were alone with no one in sight. Our hopes still high, we waited and waited and nothing happened. It was dusk now and as the sun sank below the horizon, so did our hopes of being found this day.

It was hard to believe that no one had seen us, no one had heard us, and now no one was coming out. What had gone wrong, what happened to our search and rescue team? Paul, the boat owner, mentioned that Mel Jarvis had gone to a boat show and probably was not in Cholla. If you have ever heard discouraging words, man, those were it.

The wind began to rise and we were now bobbing up and down like a cork. We managed to put up our canopy and the side shields. We were getting ready for the long night ahead. The lights were turned on, and the signal flasher was being turned every now and then to conserve the batteries. We were sitting watching the lights along Pelican Point and Puerto Penasco, when we noticed that

the boat had started to swing broadside to the wind. The anchor had broken loose and we were drifting free, in danger of capsizing. I hurriedly got out on the bow and managed to untangle more anchor line, letting out all but 25 feet. I felt the anchor take hold; we could breathe easy again. It was midnight when we noticed we had broken loose again. We had probably been drifting for some time and it was not until then that we realized we were really in trouble. It was happening, alright.

It was becoming bitterly cold and we were chilled to the bone. We tried to keep warm by wrapping burlap sacks around our legs. The night had been rough with the wind never letting up. We never slept a wink – or may have dozed off, I'm not sure. At the break of dawn Paul began calling again on the radio and giving our general direction, still hopeful that the radio was working. Paul and Mat had both had a bad night but seemed better and cheerful.

As soon as it was light enough to see we worked out our bearing and began sending a more accurate heading. I even sent out calls in Spanish (I was the only one who spoke that language). We had spotted at least three shrimp boats and were hopeful they would pick up our call. We were between them and the sun and knew they couldn't see us. It was later in the morning that we heard a plane overhead; it flew directly over us and kept on going without any indication that we had been spotted. We saw him turn and fly by us again, then before long he returned and we were sure this time that we had been seen. The plane buzzed us on his way back to land – and what a beautiful sight that was!

Several hours passed and we began thinking that maybe it was just a friendly pilot. So we continued to look for a rescue boat. Mat spotted a shrimper heading in our general direction. It passed us up but a second one just behind the first turned right and headed in our direction. As the shrimper pulled alongside we could read the letters on the stern: PENASCO I. How appropriate, I thought. That's the direction we would like to be going.

It was like taking a bus home. We made our line fast, Mat making sure it was tied securely. Well, we were finally heading home. Scarcely underway, I saw 2 boats to our starboard side, saw them turn in our direction. One was the OSO – I had seen it before in Cholla – and the other I didn't recognize. Later learned it belonged to Mr. Pennington. It was a good feeling to know that someone had heard us and was out looking for us. Certainly restored our faith in mankind.

We were met by Hector and Betty, bless them, and they both looked a little tired. We sure are grateful to them. Mr. Pennington, Mr. Parnell, Mr. and Mrs. Raynor and many others who helped and were concerned over our safety, also to them our grateful thanks.

We learned several good lessons –

1. Use all the anchor line you have.
2. Carry day and night flares.
3. Have a good, working radio.
4. Above all, pick on a 'buddy' your own size.

Any one of these could have prevented our ordeal. Take heed your next trip out!

Dave, Mat and Paul

TUCSON SCUTTLEBUTT



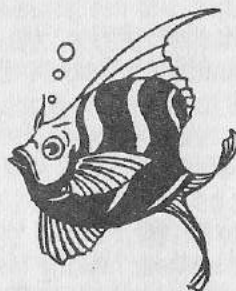
We sure enjoyed those home made cookies, Mrs. Baker. Lila Erickson made the coffee.

I want to let you know that our meeting time is now 7:30 p.m., every second Monday.

We would like to see you there. We are having a pot luck on April 9th. Hope to see you all then, at the Moose Hall.

Sally Newman

P.S. The dues are the same as '72. Happy birthday to Norma Zimmerman.



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

We will be happy when Lee's Mother improves. Miss you both, Doug and Lee.

You can't keep Ed Ritzer down - he showed up with a cast on his foot.

It was nice to see the Greens and Joe Jungen.

Those who missed our meeting, sure missed a great one. The meeting started on time, at 8 p.m., with business as usual. Had Lee Schnurr from the Power Squadron. He gave a very interesting talk on boating courtesy, charting, boat safety. Some of the necessary things we should know.

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CHOLLA BAY

SPORTSMEN'S CLUB

TUCSON CHAPTER



Phoenix General Hospital
c/o Charles M. Nelson

Dear Sirs

On behalf of the Cholla Bay Sportsmen's club, the people of Rocky Point, Sonora; Mexico, and the Cholla Bay area I want to thank you for your generous gift of eleven stainless steel hospital beds, complete with mattresses. The beds have been delivered to the Rocky Point Hospital and put into service. This kind, humanitarian deed will benefit thousands of people in this northwestern Sonoran area.

Thank a
Bob Morris
1972 Council Chairman
Cholla Bay Sportsmen's Club



By Mel Jarvis

Every now and then we should back up and take a second look at one of the more important parts of your rig. Your boat trailer.

All too often it does not really receive the care and attention it needs. Too often we see rigs standing along side the road with wheel bearings gone, springs broken or other failures. In most cases, it's either lack of maintenance or over-loading or, for some other reason, it doesn't tow right.

First off, have you the right trailer under your boat and does it fit the boat? Is there proper support for the hull of the boat, does the transom hang over the end of the trailer? This can damage the hull and cause poor boat handling. The weight of the engine and other equipment can cause the hull to hook, or if you have a heavy boat and only support it in a few spots by rollers, this also will cause the hull to develop hooks in the bottom. All trailers have a load-rated capacity; if your boat engine

outride is so equipped and your additional gear falls under this weight capacity, then you're in good shape.

Getting where you're going and back each trip will depend on the hitch of your car or pickup, the ball, and you as the driver.

The ball should be of the solid steel type, if you're towing a 23 ft. to a 25 ft. boat with a car equalizing type hitch should be used. Trailer hitch weight is very important. Too much weight on the hitch, and you're dragging your end on the highway. At night you wake up all the birds in the trees with your headlights - not to mention the panic of the oncoming traffic with your lights right in their eyes.

On the other hand, too little weight on the hitch and you're game for the first patrol car this side of the border. Because of your fishtailing or swaying all over the highway, the officer may have you blowing up the little balloons... If you have either of these problems or conditions, it can be corrected by moving the running gear either way. If this doesn't solve the problem, then I think I would go shopping for a different trailer.

Next time you're loaded and ready to start for the Bay, peek under your trailer and see how flat your springs are. This is one way of telling if you are overweight. Now there are some

Continued on page 18



THE LISTENING SHELL OF PHOENIX

By Mary Fran Taylor

The flu bug caught me. I've lost two weeks somewhere. Still have jelly knees.

There seems to be a continuing episode with our dog, Smokey. The plans for our anniversary went awry. Smokey found the dead whale in Pinto Cove within minutes after our arrival. He was not content with a small roll - he wallered. The oil poured off him. It was a smelly mess. We used half a box of Tide and a whole bottle of lemon shampoo before we were able to accept him back into the family.

Arlyse and Claud Coker are proud grandparents for the first time. Tiffany Ann Janusz weighed in at 7 pounds 8 oz. They weren't satisfied with this increase in population - their little Chihuahua presented them with 3 pups the same week.

Verlene Barber and John Julian were given a surprise birthday party by Vicki - Don and Verlene's daughter. This was her first party attempt and it was a success. Thirty eight guests and held in the clubhouse of the mobile home park where Don and Verlene live. The poor old folks didn't get to bed till the wee hours of the morning.

Sometimes it pays not to have friends! Celeste Waren, "Cindy," came down with infectious hepatitis. Bless her! We all had to go have Gamma Globulin shots. She is still out of school but is on the road to recovery. Phil Lahr got tired of looking at us.

Finally I had a card from the Douglas's. They are still on the road. Out of La Paz Wes caught a Wahoo. That sounds like a Texas hoe-down. They are back on the mainland side by now, and from all reports the trip has been marvelous.

Our beloved Bill Valentine has had heart surgery and is now on the mend. He

likes the records! 23 hours he was in surgery! Now he can go to Cholla and recuperate and fish.

Grace Moyer had an experience during the holidays. She was down on the rocks between Pelican Point and Tucson Beach early one morning, accompanied by her German Shepherd, when she realized her dog was acting up. Then she began to take evasive action. Two boys with some type of guns were on the hill above her shooting at the dog and/or her. They would duck behind a rock and then jump up and shoot. She was so busy getting out of range that the boys were not recognized. This follows up the same situation that I have met. The use of Firearms in Mexico, unless specifically authorized, is prohibited. Those of you with children who have access to any type of weapon should expect that any use of a gun is going to be reported.

E. S. Farmer has called in a report from the First Estuary. He, his wife, and a friend were going into Puerto Penasco and about at the location of Swede's Boat Wreck saw one man and six children, from the age of 12 down to a toddler, walking across the desert barefoot. They stopped to see if they could be of help. These people had left their car at First Estuary, with the wife and no keys - they were in the man's pocket. They started shell hunting, and were caught by the tide. They were blocked off in getting back to their car and began to hike out. When the Farmers picked them up they still had approximately 10 miles to walk back to their car. Two months from now this would have been disaster. They were all fair skinned - no hats, no shoes, no water. The tide flats look so innocuous and can so fast become a trap. Warning - Warning - Watch the tides!

Farmer reports that also in one of the coves close to First Estuary there are 35 or 40 Sea Bass washed up on the beach. He doesn't know whether it is from the gill-netters or from natural causes. I have to suggest that anything like this be reported to Sn. Salmon.

Ben Navarro has just gotten back from a trip to Puerto Vallarta and Guadalajara. The Capens are going to have a week in C.B. with their son David, and his fian-

cee Judy. They'll probably have good fishing days as they'll have weekdays and not weekends.

Cy Curtis is also going to be down for a week. She is taking Ray's mother and a friend from Winnepeg and Marcia Scoffield. Ray will probably make a brief appearance along with Bill. The gals will probably get along beautifully without the men.

I'm such a cheerful person. Check your insurance on your boats! You may find that you are not covered for hurricanes, tidal waves, or earthquakes. Recently on the Baja side there was considerable damage from an earthquake and tidal wave. Claims were made that were not covered.

Since I haven't been down I wonder how the boats are doing that were washed up clear at the end of the Tide Flats. They certainly did look peculiar sitting up high and dry.

Did you ever have the Hiccups for about five days? Our President did and he still isn't over it. I wanted to poke him, but I was afraid he would burst.

Hold your breath on the possibilities of an area being developed in the Pinacate area. Mexico is doing everything possible to develop its resources.

To wander away from our bad weather, we might mention the tale of the man who went to sea to catch a fish as big as his troubles. And he did just that. But he had to hire a semi and trailer to bring it home. Of course that was just the head and gills, the rest was on two flatbeds behind... Bye for now.

SEARCH & RESCUE

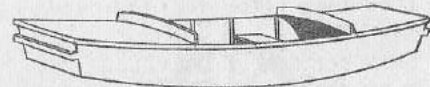
Continued from page 5

there had been some flares aboard, "Penny's Pride" would have had a better chance to see them the night before. It's bad enough in the daytime to be having trouble, but, Oh Lord, at night the sea is sooooo big and the boats are sooooo small.

A job well done by Bob Parnell, Bob Pennington and the rest of the S&R team. And a special thanks to the Rogers and their boat, the "Oso" and Jack Gill and his "Centarus" and the "Saturn II."

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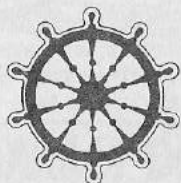
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SPARK AN' SPUTTER

Continued from page 15

I know that use their boats in other ways than fishing, so these trips do not count. But on trips for fishing, if your springs still have some spring in them, (that is — they are not completely flat or starting to bow the other way) then you're in good shape.

I've been told many times after I've replaced wheel bearings that those blankity blank bearings had no right to go bad because they were just packed before I left. Well, my answer to that is they should be packed just after they get back. Why let them stand with water in them until they are ready to be used?

How many carry a jack just for the boat trailer? Ever try jacking up your boat trailer with a bumper jack? A small hydraulic jack, and one or two 2x6 blocks to stand the jack on, will really do the job. Know your tires are inflated to manufacturers' specs and don't forget your spare. Also trailer lights and wiring. If you have to dunk them, remove the lens and bulb. This gives them a chance to dry out before you start home. The Cholla light bar is the best so far.

See you at the Bay... Mel Jarvis



Congratulations

To Susie Bos, our new Editor for the Chatter. It was hard to believe, from the February issue, that she had no experience in this kind of work before. Just couldn't have been better.

As I have said many times, as Editor, the Chatter is only as good as the members make it, because without articles, there's just no way. If she could have articles like the "TuFuzz" every month and we know these problems arise all the time on the Gulf, her job would be less consuming. It's hard to tell anyone, what a job this really is and the time it consumes.

So, when you see Susie, be sure and let her know you appreciate the job she is doing, for us.

Betty Capen

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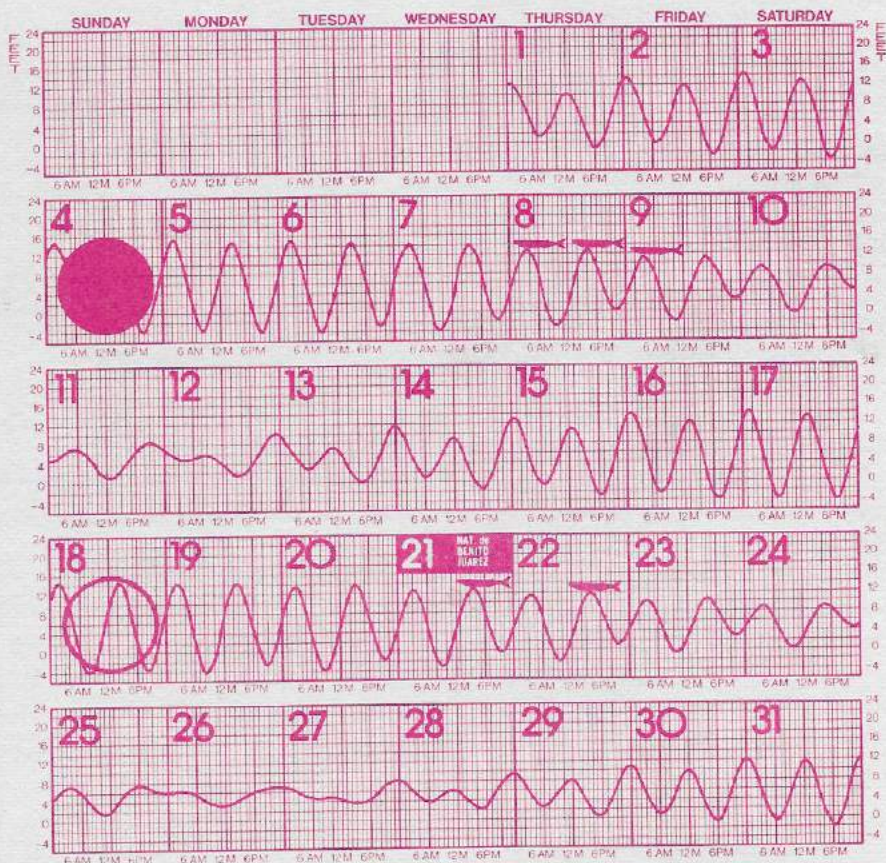
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	PUERTO PEÑASCO	SAN FELICE
AIR TEMP (F)	58	58
SEA TEMP (F)	64	54
RAINFALL (IN)	0.21	0.30
WIND SPEED (mph)	14	N.A.

SEA-TEMPERATURES ARE
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