

CHOLLA CHATTER



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

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Conversation	5

1971 DERBY DATES

June 18th & 19th

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Cholla Bay Sportsmans Club

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 ADDRESS _____
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 This _____ day of _____
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Witness

Applicant





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June 1971

Greetings to the Cholla Bay Sports-
men's Club:

I am aware of the good works of
your club. Your sea rescue opera-
tions and your program to help the
Mexican children of the Cholla Bay
area by providing eye and dental
services, by supplying hospital
supplies and, currently, your efforts
in helping to obtain a school bus.

It is therefore a pleasure to ex-
tend congratulations and best wishes
upon the occasion of the 16th annual
Cholla Bay Sportsmen's Club Fishing
Derby. May the occasion be a happy
one.

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Jack Williams

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WELCOME TO THE 1971 CBSC
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By the time you receive your June Chatter, I hope everyone including your Derby Chairman will be ready for our 16th annual Derby. I am looking forward to the gentle swells, warm air and a good meat rod in my hands. If you troll the reefs, as I do most of the time, it is a good idea to check your plugs to make sure the hooks are in good shape, also check your steel leaders and wire lines for breaks or kinks. I sure would hate for someone to lose a prize fish because of one of these minor things, that a lot of us will let slip our mind.

C. G. Coker has been selling Jackpot tickets all over town. He sold over 100 tickets by May 15th. With this kind of enthusiasm, we should sell all our Jackpot tickets.

Dick Allyn, Ray Curtis and Wayne Wood are all out hitting the business concerns in Phoenix and with Ray Mason leading the way in Tucson, we should have some great prizes for this year.

Bub Allison will secure the supplies needed for the "Fish Fry" for Saturday night and with all the good fishermen, like Al Scott, Bob Parnell and George Rodgers, to supply the fish, it should be a great weekend.

I hope that no one will have motor trouble, during the Derby, but if they do, Search and Rescue, under the direction of Mel Jarvis, with help

from boats and skippers like Frank Zimmerman, Harry Capen, Bill Sanderson and Wayne Wood, will be right there to help you.

Well enough of the old Fish Chatter for now. See you all at the Bay, June 18th and 19th and good fishing to all.

Hal McKenzie Chairman

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Club Members



Mel Jarvis

In preparing your boat, for the upcoming Derby, one of the more important checks to make is your safety equipment you keep aboard your boat. Below is a list of safety equipment and emergency supplies recommended by the Search and Rescue.

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Mary Sanderson
 Chairman

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WHEN? August 13, 1971 (Friday)
WHERE? German-American Club
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WHO? Members, Friends, Relatives, In-Laws & Out-Laws
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We're due for a whing ding der- by this year -- after the lousy luck we had with the weather last year. Man, it has to be one of the most frustrating feelings in the world -- sitting on your bum bum watching the wind put white caps on the com- mode, all the while you just know that the hungry fish are just await- ing your pleasure, deep in the off- shore water.

There should be a chance for someone to tangle with a sailfish or dolphin this year. The derby dates are far enough into the good warm months so that it is very possible we will have some of our exotic summer visitors within range of our hot little hooks.

With the number of catagories to win prizes in, it is easily con- ceivable that some lucky bottom scratcher, if he plays his cards right, can walk off with the pinto, grouper, black and white sea bass, sailfish, dolphin, skipjack and everlovin cot- chi prize.

Everyone who heads for an off- shore bluewater reef, is outta his gourd if he doesn't drag a lure of some sort on the way to his chosen

battle ground. Of all the dolphin I've been lucky enough to tangle with, at least 75% of them were nailed while blind trolling a white feather.

Most meat fishermen head for a reef with a bait box full of either mullet or mackerel. If, when reach- ing blue water, you slow to about 5 to 6 mph, hang a 6/0 to 9/0 hook thru a mack or mullet head, free spool it back in the wake just far enough to keep it flopping along the surface, and by gad, you're in the sailfishing business. Without out- riggers, it's a tedious job to hold your thumb on the reel to keep the line from peeling out while you await a strike and your reel is in free spool. A good way to avoid this, and still not mess up your rod for meat fishing, is to plastic tape a half of a clothespin on the portion of your rod one half way between the first guide and your reelseat. Leave at least one inch of the pin(on the guide end) exposed (or unwrapped). When you've freespoiled the bait to the correct position astern make a loop of line before it enters the first guide, and jam it tightly between the exposed end of the pin and the face of your rod. Keep your reel in free spool with the click in the "on" position, and just put the rod in a rod holder. The taped pin will in no way affect the action of your rod, and it really holds your line till a fish takes it.

If you spot a big herd of birds screeching and diving in the blue water--chances are it'll be a school of skipjack working over bait. These

speedy little rascals are about as sporty a fish as a man can stand on light (10-12 pound line) spin tackle. If you spot a school working, figure out which way they're traveling, place your boat in their path, making sure that you don't get too close to spook them, then flip a white feather or spoon into their midst when they get close enough to cast to. If your trolling a feather, speed up to about 10 or 12 mph, let at least 75 yards of line out, then, being real careful not to get your boat too close to them, maneuver your feather to where it will drag thru the edges of the school, and then hang on baby. Yessir, if you're a meat fisherman and like to fish the blue water reefs, give yourself a chance to tangle with some of these surface blue water speedsters-- you might change your fishing habits completely.

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NOTICE

A book of much interest to the members is coming out, the first of June. Paperback and inexpensive.

INSIDER'S GUIDE

To

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Guaymas
Mazatlan

Also Cholla Bay, Hermosillo
and Kino Bay

Written by Boye De Mente

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How about that? Street lights at Cholla! Honest! Two lovely lights, as you go over the hill for (1) cervesa at the La Cantina (2) owned by our good friend Eduardo Ibarra. (AT)

Like Father, Like Son. Little 5½ year old Ramoncito Perez pulling the anchor of his Father's dingy and paddling it onto its trailer, while Daddy Ramon sits on his bug, directing the procedure. (AT)

What Club member had to sleep on the porch, under a picnic table and dog blanket?

Met some real nice people last week. Rossi's the name. Know they would cook spaghetti, but clam sauce!

The Lew Frazier's have bought the Smith cabin and the Smith's have moved down off Pinto Point. Sure miss our Search and Rescue Chairman coming to the Bay, guess his new business is going "Gung Ho."

Understand Dave and Teresa Conners will sport out in a new rail job over Memorial Day weekend. Corvair, set up, I think.

George and Doris Muench are spending a couple weeks in Washington State. Old home grounds.

Hurry up and get to feeling better, Doris, we miss you at the Bay. Cy Curtis spent a weekend at Cholla, with her daughter and family. Too bad, Ray had to stay home and work and doggy sit.

Well, you can't win 'em all. Haha! If you want to see a beautiful cabin? (home) being finished, visit the Cal Taylors. Mary, you know, is the secretary of the Phoenix chapter and Council.

When you run out of anything, while at the Bay, you probably can get it at the Supermarket, on the road to the Playa. They stock practically everything.

Richard Manning is back from the service and spent a few days, at the Bay, with his parents.

Bob Pennington has found the HOLE that is really a hole. Loses it and finds it again. Keeps coming back to Phoenix and buying stronger gear to battle the big ones.

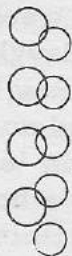
Charlie Reed, back from Florida, caught some king mackerel, but reported not as large as the ones in the Gulf of California.

Don't you think its about time that the road from the railroad tracks into the Bay area is dragged or something? Cars, cars and trailers, boats and everything else is getting stuck. Will need four wheel drives before long.



SCUBA

THE CHECKOUT DIVE



By R. Roy Williams

The culmination of a basic SCUBA course is the checkout dive, in ocean water. It is sure to be a day you remember for the rest of your life. Lets look at what a students diary might look like on one of the check-out dives.

Friday evening: We found the boat pretty easily, even though we have never been to San Diego before - thanks to the map passed out in class. Boy, was the boat pretty! Sixty five feet long with racks of SCUBA tanks, on both sides of the boat. It is sure nice not to have to carry that heavy tank around. The boat has heads (that is the naval term for restrooms) on both sides, and get this, one of them has a sunken tub. How luxurious can you get? We picked our bunks (the boat has 24) shortly after arrival and settled down for some sleep.

Saturday morning: 0600 People started moving around early this morning - the excitement of the big day ahead, I guess.

0700 Breakfast was sure good. Imagine a restaurant (open galley to you old salts) right on the boat.

0715 They started the engines as

soon as the visual roll call was completed. Those two big diesels starting up, sounded great.

0745 The trip through the harbor was very interesting. Lots of Navy ships including aircraft carriers and submarines. It got a little rougher when we got out of the harbor, but it was a pretty day and the ride was enjoyable.

0900 Well, here we are at the islands. They are pretty much barren rock, but quite pretty in a rugged way. We are getting suited up now.
0930 Boy, are these wet suits tight - but, that is the way they are supposed to be to keep us warm. The instructor just told us to put on our mask, fins, snorkel, vest and weight belt and swim around the boat. My belt weighs 16 lbs. - I hope I can stay up okay - he says I can.

0945 Well, the Instructor was right again. I did float. We made a 20 foot deep breath hold dive, at the bow of the boat. That seemed deep to me but I made it surprisingly easy. We got the feeling of swimming in kelp too!

1000 Time now for our SCUBA check out dive. Tanks and regulators on - final equipment check with my buddy and we are on our way.

1100 Tremendous! Beautiful! Fantastic! I tried to tell the other students all the exciting things I had seen, but they were too busy trying to tell me all the exciting things they had seen. I am going to refill my tank and get back in right away.

1430 We are on our way back to the harbor now. I got so involved in diving, I didn't keep my log current, so I will lump all the dives together. First, the water was cold when we got in, but we soon warmed up (relatively speaking) thanks to our wet suits. Then as we were going down, the anchor chain got cold again (the thermocline they told us about in class). After we got to the bottom, we had to flood and clear our masks and regulators. No problem, but the water was cold on my face when I pulled the mask off. Then the Instructor took us on a tour. He pointed out sea urchins and various types of fish. He broke open a sea urchin and fed it to the fish, so we could get a close look. He pointed out an abalone and I would have sworn it was a rock, until he practically put my nose on it. I found a strange animal - I thought it might be a rare one but when we got back to the boat, I was told it was a sea cucumber (it did look just like a cucumber) and was very common. Sure enough I saw them by the dozens on later dives. We also saw many kinds of starfish - some of them were just beautiful - many colors - some beaded looking and some smooth - some small and some well over a foot across. I saw so many unusual and exciting things, it is going to take a while to write it all down. But right now, we have about an hour before we get back to the harbor and I am going to take a

nap. We are going to have a get-together tonight at dinner and dive off the beach in La Jolla tomorrow. I can hardly wait to get back in the water. One thing for sure, I will never forget today. Will write more later.

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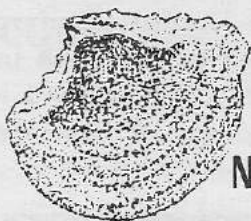
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NOTES FOR SHELL COLLECTORS

M. J. Goldsmith

To many, Cholla Bay means clams -- clams for eating! And I must admit the denizens of those mud flats make a pretty good chowder. A clam is a clam is a clam, but at Cholla they go by other names as well. It's a toss-up which is the more sought after, the butter clams that nestle under and among the rocks of Pelican Point or the big chiones (ki-own'-eez) that wax fat on the flats.

The butter clams are, scientifically, Protothaca grata (Say, 1831) and if they were not so prolific, would certainly be exterminated by now at the Point, for many bushels of them have been taken since the settlement of La Choya. And besides man, it has other enemies as well which seek them out for the tasty morsel they afford--witness the many empty shells intertidally. No two butter clams are colored just alike, ranging all the way from white, blotched and streaked, to all brown on the outside; white to purple within.

Among the butter clams, which is to say, among the rocks, you will find a very common chione, C. undatella (Sowerby, 1835), resembling

Protothaca in size, shape and coloring. The differences are plain, however, undatella having predominately concentric sculpture--sharp ridges--and a deeply beveled "escutcheon"--the back of the clam where the hinge is located. Protothaca has close-set radial sculpture, relatively smooth, and no escutcheon.

Chione californiensis (Broderip, 1835) is the alternate favorite for eating. It has a heavy shell, dull white or gray outside, white with some blue-purple inside. Feel for them with your bare feet or learn to recognize the little hole they make in the sand; they'll not be buried more than three or four inches. The best time to look for them is just ahead of an incoming tide, when they become impatient and raise a tell-tale hump in the sand.

That "hump" may be any of several other clams, notably Chionopsis pulicaria (Broderip, 1835) smaller than the California species, more pointed at one end, having sharper edges (or growth rings) and zig-zag or chevron shaped brown lines against the light gray ground color. Inside there is more or less blue coloring.

One day while searching the estuary, I came across a man with a rake, one of the native inhabitants of La Choya, gathering food for his family. He had nearly a pail full of Chione fructifraga (Sowerby, 1835) --but I didn't tell him what they were, his thoughts were on "almejas". This clam is medium in size,

about the same as pulicaria, and prefers the muddy estuarial drainage channels, either the bottom or the sides. There is a huge deposit of old shells of fluctifraga in the bank beside the boat mooring.

Any chione beauty contest would be won valves down by Chionopsis gnidia (Broderip & Sowerby, 1835), a large pure white clam whose corduroy outer surface is interrupted by concentric rings of raised thin shell erupting in points and prickles. This armour may ward off it's lesser enemies, but it seems no match for the black murex, a carnivore, that has the power to pull the valves apart, often chipping the edges in the process.

At the opposite extreme are two miniatures (if it's the shell you want), Chione mariae (d'Orbigny, 1846) and Nioche squamosa (Carpenter, 1857), the latter more commonly known as Chione picta Willet, 1944. I have the former from shrimp dredgings, specimens a quarter to a third of an inch long; the latter gathered from beach drift at Marua (Espinosas) and kept in a tiny plastic vial. They measure less than a quarter inch - so don't get your teeth set for a stew with these.

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LAUNCH PERMIT

Just a note of reminder to all members and non-members that launch their boats at Cholla Bay. According to Mexican law, it is mandatory that you check out and in with the nearest Port Captain or his agent. The Port Captain at Puerto Peñasco who controls all boating in the Cholla Bay area has designated the Club radio operator as his agent.

Be sure to check out in person by signing a launch permit at the Radio Shack and be sure to turn in the copy when you return. Please note that this applies to non-members as well as members. This also applies, if you launch your boat at Tucson Beach, Sandy Beach or elsewhere.

Also please be sure to tell the radio operator, if you are going to be out overnight - even if only at Tucson Beach or Sandy Beach. Otherwise the Search and Rescue Team will start looking for you when you don't return to the Radio Shack.

If you change your mind and decide to spend the night on one of the beaches, please send word to the Radio Shack where you are and whether you need assistance.

HERE'S SAND IN YOUR EARS

sandbuggies

Bub Allison

When was the last time you went to Cholla for a fishy weekend only to sit on the beach and watch the wind blow-you thought to yourself, if only there was something to do on these lousy weekends when it's too rough to fish?

I used to think that people who ran around in Sand Buggies had darned little to do. I must have been some kind of a nut. These guys running around in buggies had found a sure cure for the windy day woes.

Have you ever loaded your beer box into the backend of your buggy, headed off down Sandy Beach to the Playa-then across town to the Beach on the other side of Rocky Point down past the DeSalting Plant, past Los Conchos and down to the second estuary-up over the big dune at the end of the beach and around over to the old Swedish ship sitting there aground?

On the way you tried to climb a hill or two that had no tracks on it-you wondered if anyone had ever made it besides you-maybe you didn't get up it and said to yourself, there's one that no one has been able to climb.

Maybe you were lucky and spotted a school of feeding fish on the way and stopped to gather a few sea trout, mackerel, ponpano or even a yellow fin.

What is a sand buggy? Darned near anything that will propel itself over the beach with you in it.

You can see everything at Cholla, from the three-wheeled Honda tri-cycles, to the big V8 water pumpers. There's even a new one that looks like a small Army tank with rubber tracks-I'll bet it can go anywhere. I've got one hill in mind I'd like to see it try.

You can go to extremes on both ends of the scale in building a one purpose vehicle. I prefer to stay around the middle of the scale with a Volkswagen.

Why a Volkswagen?

Just a matter of opinion, but as far as I'm concerned several reasons: First, they are fairly simple to work on. You can buy an instruction manual for \$2.00 and you are in business to do your own maintenance and upkeep chores.

The 40 horse engine is big enough if you keep your buddy light-about 800-900 lbs. This makes it light enough to float on the softest sand, provided you've got it shod with the proper tires.

Other reasons-sure-no water cooling system to go bad, a little gasoline goes a long way.

You can go as cheap or as expensive as you want to. \$300-\$400 to

start, depending on how deep the guy stuck you for the VW you needed to start with, on up to \$1500-\$2000 if your taste runs to chrome dipsticks, spot lights, etc..

But half the fun is in doing it yourself.

Next time you are at Cholla and the weather is rough, look for me down the beach somewhere. The cervesa will be cold.



By... MEL JARVIS

For this year's Derby, I made myself a promise, or I should say I made Debbie a promise, that we were going fishing one day of the Derby. Spent Easter weekend checking the Debbie J, for the upcoming Derby. Hope I haven't overlooked anything. Think she is ship shape and ready to go after the big one. How about your rig?

Now whatever you go down to the sea in, there are some points of maintenance that should be checked. I'm sure no one wants to spend time on the beach working over a dead engine. I know I've been over this before, but as they say, you can't overdo a good thing.

Lubricate the engine where needed and its components, go easy however, a little grease goes a long way on a Marine engine.

Check your engine oil, if its dirty --change it and also the filter. Be sure to run the engine and check the filter for leaks. It's always best to change the oil while its hot, running the engine with your flushing device, before changing.

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Pull the spark plugs, clean and regap. If they look burnt or oily, replace them. Sandblast I/O or inboard plugs but wire brush or replace outboard plugs.

Look the points over, regap or replace. If you replace the points or just regap them, clean and grease the distributor can. If you do replace the points, replace the condensor. Clean the distributor cap, check for cracks, make sure the plug wires are tight in the cap, and that there is no corrosion. After regaping or replacing be sure to recheck the engine timing. Look over the plug wires for cracks and make sure they are tight on the spark plugs.

Check the fuel system and clean or change the fuel filters. If you don't have fuel filters, get them. They are a must for Cholla boats.

Check over the water pump belt, you should have a $\frac{1}{4}$ in. to $\frac{1}{2}$ in. belt tension on the I/O, with slight finger pressure or belt tension should be $\frac{1}{4}$ inch.

Service the outdrive, upper gear box, lower gear box and tilt gear. With O. M. C. type C grease lube the three or four grease fittings with type A marine grease. Look over the prop. If the blades are bent or part is gone, have it reworked. An out of pitch prop will in time knock out the lower unit seals.

A last point of maintenance. Check over the electric system. Make sure the battery is secured and check water and cell condition.

After cleaning electric connections coat with any good corrosion preventative.

Test run the engine, check the shift control box, adjust if needed. Check steering system, cables, etc., etc.. give the old gal a general once over and pat on the transom and you're ready for sea. See you on the reef, come Derby time...

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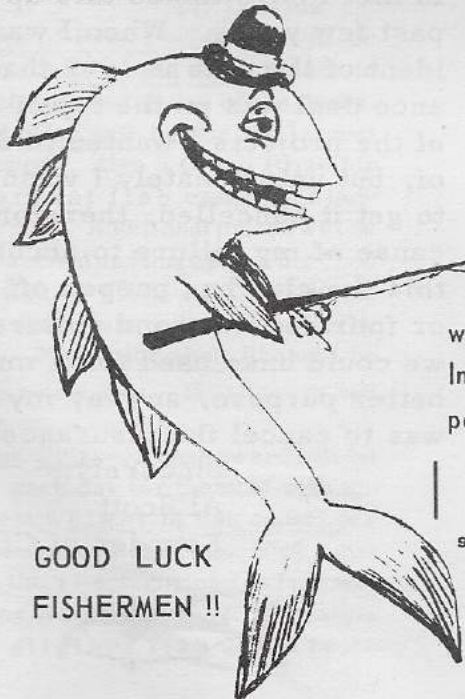


FIRST DERBY-FISH FRY, 1956

The editor asked me to write about our first derby, and fish fry. This one, of course, will always stand out in my memory as a very special occasion for me. You may recall the first letter I sent out to everyone I could find an address for to start the Cholla Bay Sportsman's Club. I suggested in the letter that we have a fishing derby and fish fry. The thought at the beginning of this adventure was of course to promote friendship, and brotherly love for each and everyone. My thought at the time was like the days of old "All for one and one for all" to be banded together if one needed help, or ready to help anyone.

The first meeting of the club was October 12th, 1955, and it was soon after that first meeting everyone started talking of having a fishing derby at Cholla, and as time went on the talk turned into plans for a derby. The members of the club set February 22nd, 1956, Washington's birthday as a date for the derby. Oakley Jordan, our vice president, was named chairman of this new adventure. It was I suppose, a feeling of like going up and out in the blue yonder. If we could have known what a capable person this Oakley Jordan was, I am sure our fears would have been less.

Oakley Jordan did a masterful job, it was a beautifully planned derby for all to enjoy, besides getting all the food we would need, he built a



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CLUB MEMBERS - RATES



long metal pan to cook the fish, beans and coffee plus of course, all the other items that were needed. Oakley dug a long trench and used wood to cook with.

Bill Valente made our posters. I was forever asking Bill for something, and he always did whatever I requested, and I understand in 1971 he is still doing the same. Others I recall are Seth Smith, Bill Blair, Marge and Frank Claver, Paul and Grace Schoonover, Bill and Betty Lou Hammer, and many more which at this particular time I can't recall, and of course yours truly acting as president of the club.

The weather was beautiful that year, the fishing was fantastic. Al Scott caught the Grand Prize Group-er, Lucky, Lucky Boy! Oakley was of course the head cook, and he did a very good job. We estimated we served around 1200 American people. This new adventure was a great one for all of us, and we knew then the Cholla Bay Sportsman club was on it's way to becoming a well known sports club. After the prizes were handed out, everyone drifted off to bed, with only Oakley Jordan, Seth Smith and myself left. We all three shook hands, and agreed it was indeed a beautiful derby, and the cooperation of all our friends made every effort we put into it well worth our time. I am sure Oakley as well as I shall always remember the 1956 Derby.

Now this part of our club's activities has become somewhat more

complicated than it was in 1956, with permits to secure, and not so easy to cross the border as it was at that time. People are not as interested in the derby as in the past, as an example last year Labor Day "Rain" there were three times more people at Point Lobos than at Cholla. I have suggested to anyone who would listen for the past few years maybe we should discontinue the derby for awhile. Maybe after a couple of years we could have another derby, but whatever the majority rules I will go along with.

That is my story about our first derby. With some after thoughts one other subject I would like to comment on, and that is our club's plan to discontinue the insurance as of this June. I am very definitely for the action the club took, in fact I have talked this up for the past few years. When I was president of the club in 1962 that insurance deal was on the top of the list of the projects I wanted to dispose of, but unfortunately I wasn't able to get it cancelled, therefore because of my failure to accomplish this the club has pooped off thirteen or fourteen thousand dollars which we could have used for a much better purpose, anyway my vote was to cancel the insurance.

Sincerely,

Al Scott

Founder of CBSC





# OFFICIAL DERBY RULES

The Phoenix and Tucson Chapters collaborated on drawing up a basic set of rules to be used in future fish derbies. The only changes that need to be made from year to year will be the date and time. These rules were presented to the Council at its September 1967 meeting and after some discussion and a few minor changes were ratified.

Classes of fish--Seventeen classes of fish will be eligible for prizes for hook and line fishermen. These are:

- |                   |                 |
|-------------------|-----------------|
| 1. Grouper        | 9. Yellow Fin   |
| 2. Pinto          | 10. Dolphin     |
| 3. Sea Bass       | 11. Red Snapper |
| 4. White Sea Bass | 12. Pargo       |
| 5. Rock Bass      | 13. Skipjack    |
| 6. Sea Trout      | 14. Flounder    |
| 7. Pompano        | 15. Sailfish    |
| 8. Mackerel       | 16. Cochi       |
|                   | 17. Corvina     |

Types of Prizes--There will be prizes for first and second place in each class for each day of the derby. Grand prize will be for the largest fish caught. Also a Grand Prize for the largest fish caught by alady fisherman. Additional prizes will be first, second and third place for "odd ball" fish. A prize will be given the oldest fisherman with a valid Derby ticket. Prizes for shell fish will be in two categories -- Skin Divers and Beach.

Team Prize--A cash award will be made each day for the boat with the greatest weight of fish caught per person on hook and line. Fish must be in the 17 categories listed and must be bagged or strung. The weight of all eligible fish caught by the

"team" including any prize winners will be used in determining weight of fish caught per person.

Judging--Judging of fish for prizes shall be done by judges appointed by the Council with an equal number from each Chapter. The Derby Chairman is not to be appointed as a judge. Judging of the largest fish will be by weight. Fish will be weighed on a set of P Cotton scales. No one fish can take two prizes except that fish that have trophies donated for the first caught of the season, such as Sailfish and Dolphin.

Tickets--Each contestant participating in the Derby must have a valid Derby ticket before starting to fish. Only boats with valid Team Tickets are eligible for the Team Prizes.

Time--Dates and official times will be established by the Council. The official closing time will be posted at the scales. All fish must be weighed in before closing time. There are to be no exceptions. Two (2) men will be responsible for closing the scales each day of the Derby.

Awards--Presentation of awards will be made the evening of the last day of the Derby. Winners do not have to be present to receive their prizes.

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Volume 13, Number 6

June, 1970



Volume 12, Number 6

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Volume 11, Number 6

June 1968



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14th ANNUAL

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CHOLLA BAY SPORTSMENS CLUB  
FEB '63--ANNUAL DERBY  
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THE CHOLLA BAY SPORTSMEN'S CLUB TAKES GREAT PLEASURE IN DEDICATING THIS 1971 DERBY ISSUE TO BILL VALENTINE. HIS FRONT COVER CARTOONS, HEADING CARTOONS AND "FISHING LINES" HAVE BROUGHT SO MUCH ENJOYMENT TO OUR MEMBERS, IN THE CHATTER.



# CHOLLA CHATTER

C.B.S.C.  
VOL. 10 - NO. 6 JUNE '67



ANNUAL DERBY ISSUE

C.B.S.C. 10th ANNUAL

## FISHING DERBY

TROPHIES PRIZES  
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SEA TROUT  
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MEMORIAL DAY  
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CHOLLA CHATTER

Volume 9, Number 1

May, 1966

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# CHOLLA CHATTER



MEMORIAL DAY DERBY  
1965

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ANNUAL SEA DERBY

# CHOLLA CHATTER

VOL. 2, NO. 9. FEBRUARY '68.

DERBY STATION WEIGH

GALL BALL

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YOU CALL BILL AND ASK HIM FOR THIS OR THAT AND HE ANSWERS "WHEN DO YOU NEED IT?" SO A MILLION THANKS ARE COMING YOUR WAY. MAY YOU KEEP YOUR PENS AND PENCILS SHARP AND IN HAND, FOR MANY YEARS TO COME, AMIGO.....



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DOWN MEXICO  
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At home now, after four months in Mexico with memories to last a lifetime. The emotional impact of all we have seen is still very strong and it is very difficult to separate and clarify impressions, but the practical aspects are clear. We came home with our cushion of emergency money intact and feel a bit smug over that. It was not good planning, but good luck. We did not have any major mechanical failures or any illness. We did not know what our expenses would be so we itemized for the first two weeks and our average was \$85.00 a week (two people). That was within bounds so we proceeded to enjoy. Our trip ended with expenditures of \$400.00 a month, plus insurance. Some of

our notes may be of help to others planning a trip to Yucatan. We would enjoy talking to anyone who has been there or plans to go. Tastes and interests differ, of course, but the basic expenses will be the same.

Gasoline averages 40¢ a gallon for Pemex 100. Trailer parks average \$2.00 a night. Food costs are about the same as at home. Insurance is a matter of your own needs. Those are the basic items. The extras add up; guides, tours, tolls, clothes, souvenirs and all the items we lump under "misc". Before planning your trip, send to Sanborn's, McAllen, Texas for his free trailer park list and sample road log. AAA has maps and guides. Cliff Cross has written several guide books and has a new one on Yucatan due this Fall. Guide books in English are hard to find in Mexico and rarely available at the ruins. Sanborn's in Nogales has a wide selection of books on history, art, crafts, ruins and field guides on many subjects. The Hollywood book store in Merida has some rare out of print books. If you like to read take a lot of paper backs and trade along the way. Buy a cook book on exotic fruits and vegetables.

Read some of the library books written by members of archaeological digs and early explorers. They make fascinating reading. You do not need to know the language. Jack can say "cerveza" and I know only a few more words. If you understand the monetary system, road signs, liters and kilos you will



manage. Salespeople will jot down prices for you in the good stores. Vendors in the native markets are Mayan and do not speak much Spanish. You must train your ears to understand prices, but who is going to try to bargain over a pineapple as big as a watermelon for 3 pesos or a kilo of tomatoes for one peso.

It is a good idea to carry your money in \$10.00 traveler's checks. Banks and supermarkets will exchange for a few centavos. Good bottled water is available nearly everywhere for two pesos. It will be in a four gallon glass container and you can rent the container or put it in your own. Some people filled their tanks with this water but we did not think it necessary. Use a few drops of Clorox(Cloromex) in the water for rinsing dishes and washing produce. Have Entero Vioform or Streptomagma on hand. For severe dysentary we recommend Tetracycline. There are many good remedies sold in every drug store. Reasonable care will prevent this illness.

Don't hesitate to travel alone. We met many loners - men and women. Young bachelors, elderly widowers, SCUBA divers, scientists. We met a couple of widows, too. One drove a cabover and the other a small van. Another gal alone was a shell buff and was pulling a small trailer. Or you may prefer to join a caravan. We never parked along the highway or on beaches but some

did without any problems. At Villa Hermosa we stayed in the airport parking lot as there are no parks there, nor anywhere between Veracruz and Campeche.

Laundry is a problem. Plan to spend a lot of time bending over your bathtub to the benefit of your waistline. Parks in Yucatan do not have laundries and you cannot find anyone to do it for you. Period...

When you plan supplies remember that there are good supermarkets in the cities. No frozen foods or one-dish meals. Milk is suspect, so try Nido, a good whole powdered milk. Sugar is hard to find. Try cajeta, a caramel sauce in jars. Familiar brands are canned in Mexico and geared to local tastes. Del Monte cans the best creamed corn we ever tasted. Imports from the U. S. are expensive. We paid 64¢ for a small jar of mustard that is 17¢ here. Beef is poor. You can buy a whole filet and age it but it will still need marinade. Pork chops are good. Chicken is \$2.50 (U.S.) for a very tired old bird. Smoked venison is delicious sauteed with onions and tomatoes. You serve yourself to meat from open trays in Merida. Find a fish market and get there early for best selection. Buy eggs, fruits and vegetables in the native markets. Get a collapsible wire basket for eggs or have lots of pockets. Buy a native "bolsa" a woven plastic shopping bag for your produce. Paper products are expensive and of doubtful quality.



We ran out of paper plates and the ones I bought in Campeche must have been made from abandoned wasp's nests. And Jack says that the tissue is so thin it has only one side.

There are good mechanics in Mexico, but parts may be hard to get. Take spares: fuel pump, distributor cap, generator or alternator, voltage regulator, points, signal flares, tow cable, tire pump, front wheel and trailer bearings, extra belts (to weather proof belts, coil, put in plastic bag, then a covered coffee can and tape to seal), transmission and motor oil, a good jack, a can of odds and ends of bolts, nuts, screws, etc., and a can of silicone spray. Beside a regular check of equipment look at motor mounts, coach cross members, bolts on holding tank. We had a bit of a problem with the last three items.

So, have fun, and when you get to the Campeche Trailer Park, look for the space with a huge flowering tree by the patio. That is where Jack got very up-tight because the yellow petals were falling in his drink. Everyone should have problems like that.

Gladys Weber



Elegant is the word for San Francisco Sole Superb, a deep sea treat from the land of the Golden Gate. Delicate sole filets are simmered in a butter sauce made exciting with onion and white wine. Then, for that special touch, the sole is broiled with the thickened sauce to which cream and seedless California green grapes have been added.

- 2 lbs. sole filets or other thin fish filets, fresh or frozen
- 1 tsp salt
- Dash white pepper
- 1 can (8 3/4 oz) seedless green grapes
- 2 tbsp butter
- 1/2 cup chopped onion
- 1/4 cup grape liquid
- 1/4 cup dry white wine
- 3/4 cup half & half cream
- 1 egg yolk, beaten
- 1 tbsp flour
- 1/4 tsp salt
- Dash nutmeg
- Paprika

Thaw frozen filets. Skin filets. Sprinkle both sides with salt and pepper. Roll filets and secure with toothpicks. Drain grapes, preserving liquid. Melt butter in a 10-inch fry pan. Add liquid and wine. Cover and simmer for 8 to 10 minutes or until fish flakes easily when tested with a fork. Place fish on an oven glass or metal serving platter; remove toothpicks. Keep fish warm. Combine cream, egg yolk, flour, salt and nutmeg. Add gradually to hot liquid and cook until thickened, stirring constantly. Add grapes. Pour sauce over fish and sprinkle with paprika. Broil about 5 inches from source of heat for 4 to 5 minutes or until lightly browned. Serves 6.

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# VACATION IN OLD MEXICO



On April 12, 1971, we started on our vacation. My sister Nora and her husband Tom from Whittier, California, my husband Gene and I. We left Phoenix around 6:20 A. M. drove to Tucson, hoping we'd find a rack for the car - but it was too early so we drove to Nogales. We found the rack and had to stop and get car insurance. We went through the Border Inspection and got a car permit. So we were on our way. Gene and I have made so many trips to Mexico as we really enjoy it there. So we know some of the people that run some of the Motels along the way. We drove to Guaymas, Sonora and stopped at the Guaymas Inn - which is run by a Mr. Rice. They make the best home made sopa(soup) in Mexico and we just love their pan Bolillo. Its a small french bread,

but so tasteful. We gassed up and drove to Ciudad Obregon. If you have never been there, its worth the trip for they have the most beautiful home's there. Everybody has iron work, and inlaid mosaic with the Virgin of Guadalupe. Its one of the prettiest cities we've seen in Mexico. We stopped at a motel called "Costa de Oro" which means Gold Coast. The lodging there is reasonable. The meals are excellent. We left the next morning after we ate breakfast. We always keep our receipts of whatever we spend on our trips, so I asked Gene for the room receipt. We had driven about ten miles out of town - he turned and looked at my brother-in-law - didn't say anything, turned the car around and headed back to Ciudad Obregon. They had forgotten to pay. We drove to Los Moche's and stopped at the Santa Anita Hotel and had lunch. Mostly all the restaurants in Mexico have men waiters. We had been through some rough detours so we had to do a little repairing on the power steering as it had been jarred lose. Lucky for us the man that owned the Welding Shop hadn't

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by the same people. They were expecting their President in from Mexico City that week. Next day we started to Vallarta. Between Tepic and Vallarta there is a place called Las Arjalos. Not very many people know there is such a place. But a friend of ours has a beautiful cabin there. We were taking a chance in taking the car in as the roads are rough and narrow, but we made it alright. The caretaker there and his family are the nicest people. They let us stay in the cabin and since we hadn't planned on staying, we didn't know if our friend had any groceries at his place, so we didn't take anything to eat. The Vasquez family fixed us some hot tortillas and chili-refried beans. It was really delicious. That was the first time on our trip that we got into the ocean and layed on the beach, for it was rather warm there. The banana plantation is something else. We've never seen bananas that big. Next morning we drove into Vallarta as its only about forty miles from Las Arjalos. We saw alot of Iguanas on the road. They are sure ugly creatures. We also saw and heard the parrots as they fly all over. That trip between Tepic and Vallarta is beautiful. But its not green like it is in October and November. This time of the year, its dry and nothing is green. Their rains are in September. So in October it really is pretty. It was hot when we got to Vallarta. We ate breakfast and drove around the town.

The bouganvillas are beautiful there - all colors, golds, purples and fuschia. Vallarta is growing so much. A lot of beautiful motels and hotels going up - and I mean up. As there isn't room for them to expand out so they have to build up. The new Camino Real motel is beautiful. We took alot of pictures and went shopping there in Vallarta. Being the 21st of April - we had spent my sisters birthday at Las Arjalos and believe me, she enjoyed every minute of it. For all this was a new experience for her. We left Vallarta and drove to Los Mochis, ate dinner again at Santa Anita Hotel and then we drove to Mazatlan, which is only 276 miles from Vallarta. As we walked into the Agua Marina Dining Room, there were the Acuna Brothers. They came to our table and asked us where we had been on the 20th. We told them we're sorry we hadn't been there, but that we had taken my sister and her husband to Vallarta. They forgave us - I guess - cause they sang Happy Birthday to her and we had a ball. It turned out to be a very pleasant evening. Well it was time to say goodnite and goodbye as we were heading for home next day. They were singing La Golondrina when we left to go to our rooms. Next morning we drove to Guaymas and spent the nite at the Guaymas Inn. We crossed the Border about one P.M. We stopped in Tucson and ate at a beautiful place called "Ports a Call." We arrived home safely



closed up for his Siesta, for it seems everybody closes for Siesta every afternoon. So we got our job done and headed for Mazatlan. We always stay at the Agua Marina, run by Mr. Guzman. The motel is right across from the ocean - it's very beautiful. There are four boys playing and singing, two of them are brothers and we've known them for a long time. They are called the Acuna Brothers. We had planned a trip on the Ferry across to La Paz. So next morning we went to see about our passage on the Ferry Diaz Ordaz. They carried about three hundred passengers, but then they also carry autos and trucks with vegetables or whatever to La Paz. They have three kinds of passage on the Ferry. One is the best which is a suite - then the tourist which we took. It was a real nice cabin with 2 bunk beds. Then there was the one they call the lounge. They are seats like on a railroad train. You sit all night. It took us from 5:30 P. M. till 9 A. M. to get across. We got into some rough water too. But it was a very enjoyable trip. We didn't get round trip tickets as we didn't know how long we were going to stay at La Paz, as we had never been there. We heard it was real pretty, but we were very disappointed. We stayed at a motel called Calafia. Beautiful and reasonable. Gene rented a jeep as we had left our car in Mazatlan. Both he and Tom went swimming. Gene did some diving and got a nice lobster. The people from the motel had it cooked for us. So we had lob-

ster for dinner. Next day we were to go to the beach and look for shells, as that is one of my hobbies, but when we got up Sunday it was so cold and cloudy, we decided we'd try and get back to Mazatlan, if we could get tickets. Since we didn't have reservations, we kept our fingers crossed when we went to the ticket office. But we were lucky. We left at 5 P. M. and we had to take the Ferry called La Paz. Our trip back wasn't anything to brag about. We had tourist plan, but we had to get a cabin with four bunk beds and they were on the lowest level of the ship. Above us they had put all the cars and trucks that were going back to Mazatlan. The meals on the ship were very expensive. By the time we got back to Mazatlan both my sister and I were due for a hair set. So while we got our hair set - the boys had the car washed. The date was the 18th. The 20th was my sister's birthday, so the Acuna Brothers had planned on a birthday party for her. But we wanted to take my sister and her husband to San Blas and Puerto Vallarte, so we left around noon that same day. We stopped at San Blas - it's a fishing spot with canoes made out of trees, they have rides down the river into a jungle. You can see all kinds of birds and water lillies. It takes you to a banana plantation to the end of the river. We didn't take the trip as Gene and I had already been there. We drove to Tepic Nayarit - We always stay at Motel Corita, but they were all filled up, and we stayed at the Cora Motel, they are both owned



and very contented and happy about our trip. Usually we take our boat and just go fishing, but I was glad just to go - for I got out of cooking. Hope we can do this kind of vacation again. Adios

Mela Smith

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## GLOSSARY OF FISH NAMES

|             |                        |
|-------------|------------------------|
| Tuna        | Atun                   |
| Yellowfin   | Atun de Aleta Amarilla |
| Albacore    | Albacora               |
| Bonito      | Bonito                 |
| Sailfish    | Pez Vela               |
| Marlin      | Pez Marlin             |
| Dolphin     | Dorado                 |
| Shark       | Tiburón                |
| Sea Trout   | Trucha Del Mar         |
| Swordfish   | Pez Espalda            |
| Pacific     |                        |
| Mackerel    | Macarela               |
| Mexican     |                        |
| Sea Bas     | Totoba                 |
| Rock Bas    | Cabrillas              |
| Black Bas   | Lobina Negra           |
| Whitefish   | Pescado Blanco         |
| Tarpon      | Sabalo                 |
| Mullet      | Lisa                   |
| Barracuda   | Picuda                 |
| Spanish     |                        |
| Mackerel    | Sierra                 |
| Jackfish    | Jureles                |
| Pompano     | Pompano                |
| Snook       | Robalo                 |
| Grouper     | Mero                   |
| Red Snap-   |                        |
| per         | Huachinango            |
| Other Snap- |                        |
| pers        | Pargos                 |
| Yellowtail  | Jurel                  |
| Corbina     | Corvina                |
| Flounders   | Lenguados              |

-From Terry's Guide to Mexico

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JOE KARAM - Club Member



## TUCSON SCUTTLEBUTT



June 1971  
Art Schwarz

To all our members who are ill, we wish you a speedy recovery and hope to see you real soon at meetings and at the Bay. Harry Jones, we hope you are out of the hospital before this goes to press. It was good to see Mrs. Jungen out again following her amputation. Her doctor sure did a remarkable job. Her artificial leg looks better than many real legs and she walks without a limp.

A FRIEND OF OURS BOUGHT ONE OF THOSE "LIVING BRAS". THE POOR THING STARVED TO DEATH.....

We had another Pot Luck at the May 11 meeting. The attendance was larger than usual. The members who didn't or couldn't attend missed some good eats and fellowship. Try and make it next time - please.

THE OTHER NIGHT I ANSWERED THE PHONE AND SAID NOTHING FOR ABOUT 5 MINUTES AND THEN HUNG UP. MY WIFE ASKED WHAT THAT WAS ALL ABOUT. I TOLD

HER IT WAS AN OBSCENE CALL FROM ONE OF THE NEWLY LIBERATED WOMEN.

Our telephone committee tries to remind all members of the next meeting. Some members have unlisted numbers. Will those who are interested please call Sally Newman (326-4251) and give her your number. The number will be kept confidential and not given to anyone by Sally.

Don't forget the Derby June 18 and 19. Plenty of fine prizes this year. Will someone please volunteer to cover the job of weigher and judge for one day? Call Ray Mason or Bob Morris.

SALT MAKES POTATOES TASTE FLAT WHEN IT IS NOT USED....

The Port Captain at Rocky Point will soon have a radio so he can monitor and control the use of Channel 2182 and keep it clear for emergencies only. The members present at this meeting voted unanimously in favor of Tucson Chapter buying and installing a radio in his office. This will enable him to keep in touch with all that is going on out on the water and enable him to contact Patty whenever necessary. With 2182 clear anyone in trouble on the Gulf will be able to call in for immediate help. There have been times when our own S&R boats could not get thru to Patty because of the jabbering going on over 2182. This radio and accompanying equipment remains the property of the Tucson Chapter.



SOME KIDS AT A PARTY WANTED TO PLAY BLIND MAN'S BLUFF. THEY HAD NO BLIND FOR THEIR EYES. SO ONE OF THE MOTHERS REMOVED HER MINI-SKIRT AND LET THEM USE IT.

The road into Cholla is in bad shape and several members complained because it had not been graded in a long time. Mr. Brown will be contacted again to have this work done. There is a grader at Cholla and it is just a matter of having someone drag it back and forth. All our members were concerned over this.

FATHER TO TEEN-AGER. "YOU GIRLS DON'T CARE ANYMORE IF YOUR HAIR LOOKS LIKE A MOP". DAUGHTER - "DADDY - WHAT'S A MOP?"

Our movie was very interesting. It covered the Yucatan countryside and was narrated by Mr. Dunn who took the pictures.

Ilene St. John, who is becoming famous with her Western Jerky will have a writeup in "Sports Illustrated" issue for May or June. If you need Jerky order it now before orders start pouring in. Ilene also found a treasure among her old belongings. A cookbook published in 1892. From now on in each issue of the Chatter you will find a recipe of how it was prepared 80 years ago. The book also gives important advice on other matters. Here is one that members can put into immediate use.

"TO KEEP OFF MOSQUITOES"

"Rub the exposed parts with kerosene. The odor is not noticed after a few minutes."

I could elaborate further on this by suggesting that you now light a cigarette and relax. Next time you will be told how to get vermin out of your hair.

#### FRIED BASS

Clean, wipe dry, inside and out, dredge with flour and season with salt. Fry in hot butter, bear dripping or sweet lard, half butter and half lard is a good mixture for frying fish. The moment the fish are done to a good brown take them from the fat and drain in a hot colander. Garnish with parsley.

AN INNOCENT FARM BOY WAS MARRIED AND THE TIME CAME FOR THE BIRTH OF HIS FIRST CHILD. THE DOCTOR WAS CALLED, WATER HEATED AND LAMPS LIT. WHEN THE TIME CAME THE DR. ASKED FOR THE LAMP SO HE COULD SEE WHAT HE WAS DOING. THE KID HELD THE LIGHT. A BEAUTIFUL BOY WAS BORN. DR. SAT BACK BUT IN A LITTLE WHILE THE WIFE GROANED AGAIN AND DR. ASKED FOR THE LIGHT AGAIN. ANOTHER WAS BORN. THE SAME HAPPENED FOR THE THIRD TIME. WHEN THE WIFE GROANED AGAIN THE DR. ASKED FOR THE LIGHT. THE KID REFUSED. HE SAID" I AM SURE IT IS THE LIGHT THAT ATTRACTS THEM."



## LETTER TO THE EDITOR.....

I do not know how much interest it may be, but as one of the original residents of Cholla, (my shack was the first one built west of Nacho's brush mat store in 1947). I have just returned from a Gulf crossing of some adventure and interest.

There were four boats involved, I have a Smith craft, 18' with two 40 HP engines. We launched at Kino on May 1st and headed out across the Gulf. The first night, we camped at Los Cruzes bay, Tiburon Island. There were 12 men in the party, good night and good anchorage. The next morning, we headed west, past San Estevan, on to Raza Island, the famous bird sanctuary. We landed on Raza and took numerous shots (photos) of the nesting gulls and Terns. The wind began to come up and we ran north to an anchorage on Angle De La Guardia. A very fine anchorage, good sand cove and no wind. At this place, the out-drive on one of the big California boats began to indicate trouble. We had a good night in coral sand and firewood. Next day we ran around the southern tip of La Guardia and up into Bahia Los Angeles, about 20 miles, the out-drive still held together! Spent two days in Bahia Los Angeles, enjoyed the meals and the motel of Senora Diez. Here one of our party, a young man, became ill. He rested two days, felt slightly better and the third day, we ran

south to an anchorage on the southern tip of Animas Bay. This proved to be a fabulous spot, a regular pirates cove, crescent sand beach, deep water cove guarded by a vast rock across the entrance, through which there is a sea tunnel or cave, and here we got some fish for supper. By this time, the out-drive on the California boat had gone completely "west" and it was necessary to take her in tow. The next morning, the day dawned blustery and rough. We pulled out of the sheltered cove and headed east, with the crippled boat in tow. The seas got pretty boisterous and the tow line broke several times, no one in any real danger, however, and my little Smith 18' behaved fine. I carry the two 40 HP outboards, but only use one of them at a time, water too rough to gun it with 2 engines, just asking for trouble that way. We headed our flotilla past the south end of Isla Partida and on to Willards point at the S. W. corner of Tiburon. The seas got rough again, at times and we encountered several tidal rips. One engine, on the Utah boat, had to change plugs in this rough water. I circled him slowly, for some 15 minutes, until he got under way again. We were about 20 miles at sea, at this point. We finally gained Willard's point and began to run along the southern coast of the big island of Tiburon. There were many finback whale surfacing and blowing, all around us. We finally made anchorage at Las Cruzes bay. A



long day and a long tow, a good night, good supper and breakfast, and on to Kino, the following morning, in much better water. My old 18' boat and its two 40 HP outboards was the only craft, that had no trouble! Gone eight days, fine trip and my fourth crossing in the 18 footer. Does anyone want to go, next May?

Glenton G. Sykes  
Tucson

P.S. I am sorry to have to report that the young man, who had become ill, at the Bay of Los Angeles, remained much the same, on the journey home across the rough Gulf. As soon as we arrived in Tucson, his family took him to the Vets Hospital. The trouble was found to be a burst appendix! He should have been flown out from Baja, had we known the extent of the trouble. They removed the appendix, at the hospital, and he is reported as doing fine.



#### BROILED FISH

2 lbs. fish fillets or steaks (fresh or frozen)  
1 teaspoon salt  
1/8 teaspoon pepper  
4 tablespoons butter or other fat melted

Cut fish into serving-size portions. Sprinkle both sides with salt and pepper. Place fish on a preheated greased broiler pan about 2" from the heat, skin side up, if skin has not been removed from fillets. Brush fish with melted fat or butter. Broil for 5 to 8 minutes or until fish flakes easily. Garnish and serve. (U.S. Bureau of Commercial Fisheries Booklet.)

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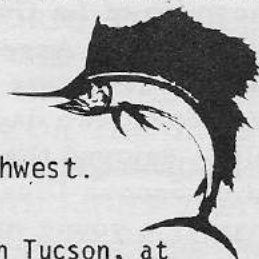
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### The Faithful Few

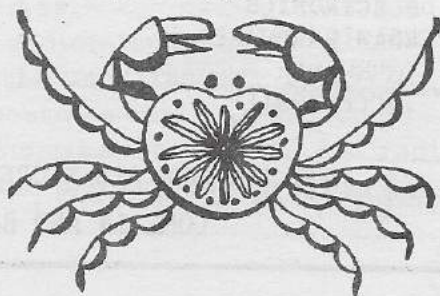
When the meeting's called to order  
And you look around the room,  
You're sure to see some faces  
That from out the shadows loom.  
They are always at the meeting  
And they'll stay until it's through--  
The ones that I would mention  
Are the always faithful few.

They fill the many offices  
And are always on the spot,  
No matter what the weather,  
Though it may be awful hot.  
It may be dark and rainy,  
But they are tried and true.  
The ones that you rely on  
Are the always faithful few.

There are lots of worthy members  
Who will come when in the mood.  
When everything's convenient  
They can do a little good.  
They're a factor in the meeting  
And are necessary, too.  
But the ones who never fail us  
Are the always faithful few.

If it were not for these faithful  
Whose shoulders at the wheel  
Keep the institution moving  
Without a halt or reel,  
What would be the fate of meetings,  
Where we claim so much to do?  
They surely would be failures  
If we lacked the faithful few.

-E. C. Watkins



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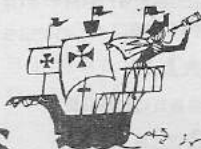
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### Special for CHOLLA CHATTER

1971 LAST YEAR TO BUY  
AM RADIOTELEPHONES

FINAL USE JANUARY 1, 1977

by

Walter C. Grove  
Raytheon Company

Just when most boatmen were getting introduced to electronic equipment and nomenclature and were beginning to differentiate between a megacycle and a small imported motorcycle, the people in the electronics industry changed it to megahertz.

The language of electronics is sometimes complex but it shouldn't deter the boatman from selecting electronic equipment for navigation, communications and safety. This year will be a time of decision for boatmen in selecting radiotelephones.

There are four different types of radiotelephones now offered by a score of manufacturers. These are conventional medium frequency AM (amplitude modulation), very high frequency (VHF/FM), single sideband (SSB), and Citizens Band (CB). Each offers the boatman certain advantages.

The medium frequency AM radiotelephone operating in the 2 to 3 megahertz band has received considerable attention during the past decade when the maritime nations of the world agreed to gradually shift away from these frequencies and move toward VHF/FM and single sideband. These long foretold moves will start taking official shape next year: 1971 is the final year in which to purchase, install and license an AM radiotelephone in the medium frequency band.

The advantage of this band is its relatively long range as compared with CB or VHF/FM. In the medium frequency AM band, range is about equal to watts. A 100 watt set can usually be considered as having a range of up to 100 miles. There is a distress and calling frequency (2182 kilohertz). Another advantage is the timing. As this is the last year in which to license a conventional marine radiotelephone, the manufacturers may be offering them at prices inversely proportional to the number of sets that remain in their inventories.

AM radiotelephones can continue to be used until January 1, 1977. Many boatmen find this an acceptable amortization period. AM radiotelephone prices ranging from \$200



for a minimal set to more than \$1500 for a high power set.

Ratheon and other manufacturers now offer an array of VHF/FM sets that meet the latest FCC regulations. Although more expensive than the older sets - VHF/FM sets are in the \$300-\$600 range for a typical pleasure boat unit - they offer clear communications free of interference and virtually immune to static. Antennas are short batons that can be mounted easily on masts and no ground plates are required along the boat's hull. Unlike the AM radiotelephones, power is not nearly so important. The nature of the frequency makes communications line-of-sight so, depending upon antenna heights, ranges for communications with shore stations are limited to 20 to 40 miles. While limited by federal regulations to 25 watts, sets operating at a fraction of that are really not handicapped. Because of the higher frequency and because receiving is half of communications, receiver design and construction quality are more critical and should be purchase considerations.

The distress and calling frequency is 156.8 (Channel No. 16) in the VHF/FM marine band.

For the man who goes everywhere there is single sideband in the 4 to 23 megahertz band. The FCC will require that the boatman first install VHF/FM to provide for short range communications before granting a license for SSB.

This is a very long range equipment suitable for ocean yachts, offshore fishing vessels and commercial craft. By selecting the proper channel from among 20 usually offered on a radiotelephone, the boatman can maintain around the clock communications with other vessels and shore stations 1000 miles or farther away. Single sideband sets run from \$1500 to \$3000. Also available is 2 to 4 megahertz single sideband equipment from \$1000 and up.

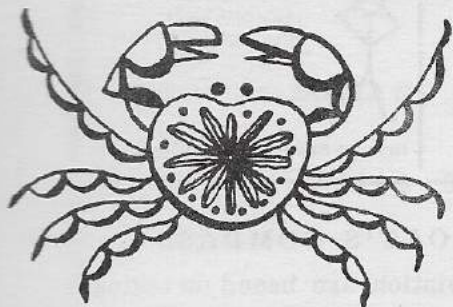
Citizens Band, the least expensive form of two-way radio, provides short range communication (5 to 20 miles over water) from boat to boat, boat to house, house to car, and other combinations of mobile and fixed locations. Many marinas have CB and many yacht clubs use it to contact club launches. Commercial fishermen frequently use it in team fishing with a mother ship when they must coordinate their activities in a limited area. Cruising clubs and regatta people use it for the same purpose. But it's not exclusively a marine system and there are no channels set aside especially for marine use. The Coast Guard, its ears tuned to the distress and calling channels of the regular marine radiotelephone frequencies, does not guard CB channels.

If the boatman assesses his needs in light of the way in which he will use his boat, it makes it easier to define the type of equipment to do the job.



A dependable radioteleph one may be be the most important decision the boatman makes, for unlike a motorist whose car runs out of fuel or breaks down on the highway, the boatman must be self-sufficient or at a very minimum maintain an electronic link to shore for the safety of his family, his guests and his boat.

Chris Tatum  
Radio Chairman



## RECIPE

By Stella M. Lipinski

Boiling shrimp is a knack that I have learned. To bring out the flavor, to a quart of boiling water, add 1 1/2 to 2 cups of minced celery, 1 tablespoon black pepper, 1 tablespoon of salt, and one medium diced onion. This mixture is simmered about thirty minutes. Lemon is added the last five minutes of cooking. Three slices of lemon. This is strained, then two or more quarts of fresh water are added to the liquid, brought to a boil again. The shrimp are washed, and then the cleaned shrimp are put in and cooked until tender about five minutes depending upon the size. Drain and cool until they can be handled. Remove shells and the intestinal black vein that runs down the center of the back.

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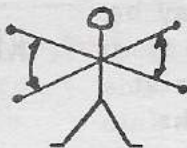
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Stand on high point of boat, arms extended straight out on either side, move arms up and down rapidly.

|                                                                                                                                                                                    |                                                                                                                                                                                        |                                                                                                                                                                                    |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  <p>Stand facing bow, both arms extended in front of body.</p> <p>Mechanical Trouble*Need Tow</p> |  <p>Stand facing plane both arms extended above head. (Not moving)</p> <p>Boat Sinking or Swamped</p> |  <p>Stand facing plane wave both arms rapidly above head</p> <p>Fire on Board*Urgent</p>          |
|  <p>Stand sideways to plane, move arms in swimming motion.</p> <p>Man Overboard &amp; Missing</p> |  <p>Stand facing plane both arms folded across chest.</p> <p>Illness or Death on Board</p>            |  <p>Stand facing plane place both hands over ears.</p> <p>Have CB Radio-Wish to Talk to Plane</p> |

### FINDING DEVIATION OF A BOAT'S COMPASS

Most methods of finding the compass deviation are based on taking bearings on objects shown on a nautical chart. I have three government charts of the upper Gulf and unfortunately landmarks shown on all three charts are not shown as occurring at the same place. There is a difference of from two to five miles on the various charts. (1' of latitude equals 1 nautical mile.)

|               | U. S. Navy                  | U. S. A. F.             | Mexico                    |
|---------------|-----------------------------|-------------------------|---------------------------|
| Pinacate      | 31° 45' N<br>113° 32' W     | 31° 46' N<br>113° 30' W | 31° 46' N<br>113° 32' W   |
| Pelican Point | 31° 20.5' N<br>113° 41' W   | 31° 21' N<br>113° 38' W | 31° 20.5' N<br>113° 43' W |
| Rocky Point   | 31° 17.5' N<br>113° 35.5' W | 31° 18' N<br>113° 33' W | 31° 17' N<br>113° 37.5' W |

Pinacate has been moved around less than either Pelican Point or Rocky Point (possibly because of its size) and since it is approximately twenty-five miles from Cholla Bay using it for finding deviation will not introduce very much error. Preferably the boat should be anchored, but it can also be done with the boat underway, but remaining in as small an area as possible while making the observations. By observing the bearing of Pinacate on the compass as the boat heads in various directions, the deviation can be obtained for each heading for which an observation is taken, by comparison with the magnetic bearing taken from the chart.





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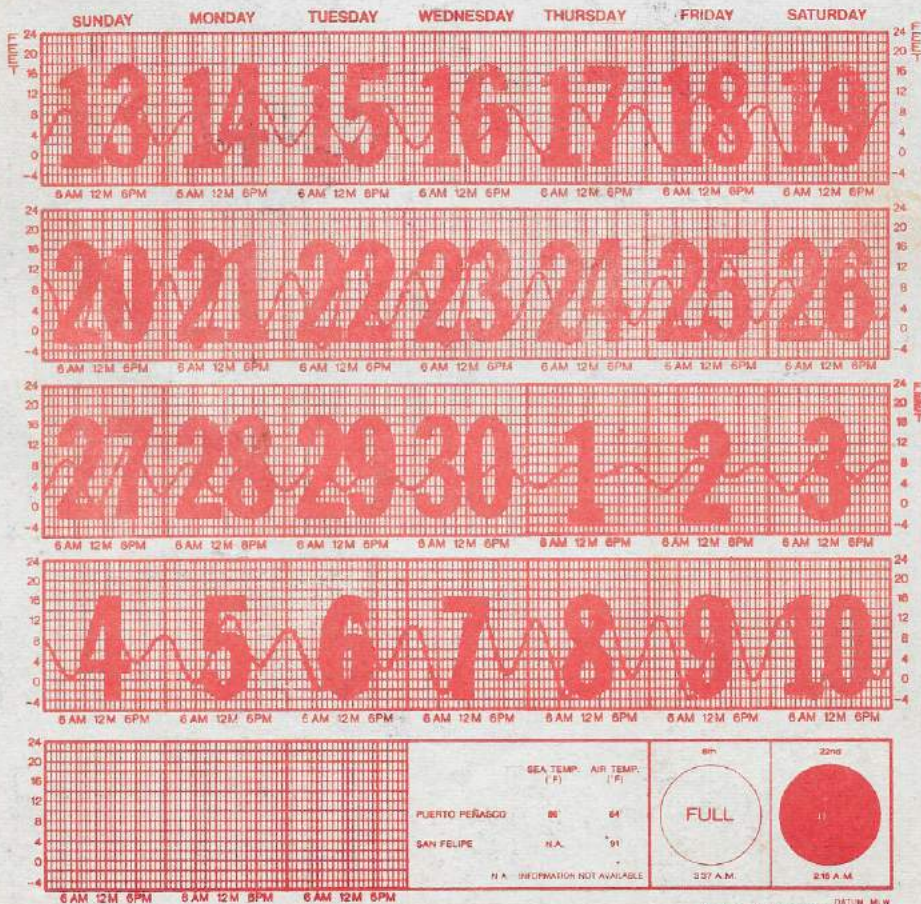
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# JUNE 1971 JULY



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