

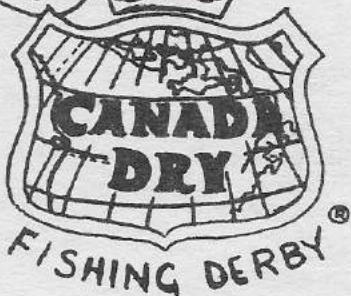
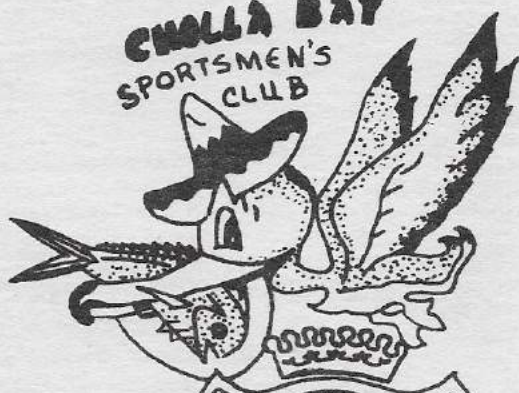


OFFICIAL PUBLICATION OF THE CHOLLA BAY SPORTSMEN'S CLUB

VOLUME 17, NUMBER 6

JUNE 1974

CHOLLA BAY  
SPORTSMEN'S  
CLUB



## CHOLLA CHATTER

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

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## 1974 Derby Prize Winners

### GRAND PRIZE - MEN'S DIVISION

Gary Chesko - 83 lb. White Sea Bass - trophy

### GRAND PRIZE - WOMEN'S DIVISION

Mary Brown - 64 lb. Grouper - trophy

### GRAND PRIZE - JUNIOR DIVISION

Steve Smith - 41 lb. Black Sea Bass - trophy

### TEAM PRIZE - SATURDAY

C. H. Allums, Beulah Allums, Jim Bennett, Manuel Arvizu  
from Phoenix

Total weight - 161 lbs. 11 oz. - \$50.00 cash

### TEAM PRIZE - SUNDAY

Bill and Mary Brown  
from Tucson

Total weight - 171 lbs. - \$50.00 cash

### GROUPEE

- 1st - Jesus Arvizu, Cholla Bay - 64 lbs. 8 oz.
- 2nd - Glen Townsend, Phoenix - 55 lbs. 8 oz.
- 3rd - Bill Hoffman, Tucson - 54 lbs. 8 oz.

### PINTO

- 1st - Bill Flayer, Phoenix - 18 lbs.
- 2nd - John Cooley, Cornville - 17 lbs. 8 oz.
- 3rd - Ed Lapp, Phoenix - 17 lbs. 4 oz.

### BLACK SEA BASS

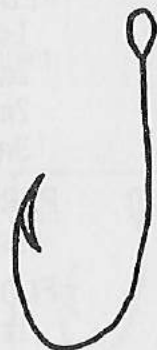
- 1st - Daryl Smith, Phoenix - 43 lbs. 3 oz.
- 2nd - Steve Smith, Phoenix - 41 lbs.

### WHITE SEA BASS

- 1st - Manuel Arvizu, Cholla Bay - 63 lbs. 8 oz.
- 2nd - C. H. Allums, Phoenix - 63 lbs.
- 3rd - Ray Parker, Tempe - 50 lbs.

### SEA TROUT

- 1st - Harold Parker, Tempe - 2lbs. 6 oz.
- 2nd - Al Wendt, Tucson - 2 lbs. 3 oz.
- 3rd - Bill Parker, Tempe - 15 oz.



MANY  
MANY  
MANY  
THANKS  
TO  
CANADA  
DRY  
FOR  
MAKING  
ALL  
THIS  
POSSIBLE !

## winners, cont.

### POMPANO

- 1st - Al Wendt, Tucson - 1 lb.
- 2nd - Bob Dosters, Buckeye - 8 oz.
- 3rd - Cynthia Rudd, Yuma - 6 oz.

### MACKERAL

- 1st - Valerie Valentine, Phoenix - 5 lbs. 9 oz.
- 2nd - Bill Sanderson, Scottsdale - 5 lbs. 8 oz.
- 3rd - Jesse Valentine, Phoenix - 5 lbs. 4 oz.

### ROCK BASS

- 1st - Al Wright - 2 lbs. 10 oz.
- 2nd - Judy Hall - 2 lbs. 9 oz.
- 3rd - Paul Nicholson - 2 lbs. 8 oz.

### RED SNAPPER

- 1st - Gary Chesko, Phoenix - 13 lbs.
- 2nd - Randy Brown, Phoenix - 12 lbs. 8 oz.
- 2nd - Paul Johnson, Phoenix - 12 lbs. 8 oz.
- 3rd - Don Roahde, Peoria - 10 lbs. 8 oz.

### PARGO

- 1st - Minnie Dunn, Maricopa - 16 lbs. 8 oz.

### FLOUNDER

- 1st - Adell Seyk, Phoenix - 17 lbs.
- 2nd - W. F. Dunn, Maricopa - 8 lbs. 8 oz.

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## and more winners

### COCHI

- 1st - R. E. Zimmerman, Scottsdale - 5 lbs. 12 oz.
- 2nd - Frank Adram, Phoenix - 5 lbs. 8 oz.
- 3rd - Beulah Allums, Phoenix - 5 lbs. 7 oz.

### SARDINERA

- 1st - Paul Nicholson, Wemet, Calif. - 17 lbs. 8 oz.
- 2nd - Daryl Smith, Phoenix - 17 lbs.
- 3rd - Georgene Gill, Phoenix - 16 lbs.

### SHELL FISH

- 1st - Jan Schuvina, Mesa
- 2nd - Elnora Westfall, Phoenix
- 3rd - Mary DeHoff, Phoenix

### DIVERS

- 1st - Bob Morris, Tucson - 32 lb. Pargo, 19 lb. Grouper,  
14 lb. Pinto
- 2nd - Jim Sheets, Tucson - Ladyfish

### JACKPOT WINNERS

- \$50.00 - 2337 - Bob Price, Phoenix
- \$50.00 - 2431 - Robert E. Morris, Tucson
- \$50.00 - 2050 - L. A. Shirk, Tempe
- \$50.00 - 1294 - Michael Peryrem, Tucson
- \$50.00 - 1861 - Tommy Tucker, Tucson
- \$100.00 - 1510 - E. W. Metzger, Tucson
- \$100.00 - 897 - Dan Torrez, Phoenix
- \$100.00 - 362 - Berle Stonebrink, Vancouver
- \$100.00 - 91 - Barbara Houser, Phoenix
- \$250.00 - 923 - Woody Engman, Phoenix

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ALL  
NEXT  
YEAR!



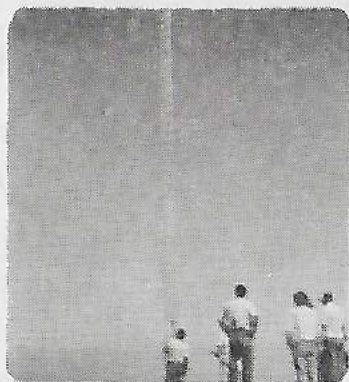
## RESCUE & RADIO



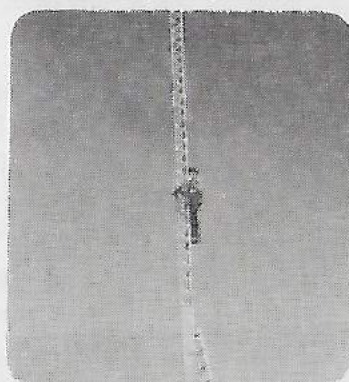
Clint Yates and Harold Niles.



Bill Sanderson, Don LaPorte, Sam Giebelhaus and Dave Conners.



We made it ...



Wade Steffens ... What a view!

MANY THANKS to all these guys for the hard work and all the time spent on getting the tower up. And thanks to the Tucson Chapter for getting the tower. It took a lot of precious time to obtain and install the tower ... for the benefit of all of us. Hopefully, the new V.H.F. tower will have been ready and working for the Derby.

Thank You **CANADA DRY!!**



By Mary Fran Taylor

The Illiad and the Odyssey of the Taylor carport is about at an end. For several years there was a boat being remodeled in said place. It was taken to the Bay before Christmas, and the Sand Buggy begun five years before in Flagstaff took up residence. It is now ready for the Bay, but look out for us! It is a Chrysler Imperial, '57, Hemi engine, whatever that is, plus some other extras. It's green with 2 white tanks mounted on the rear. Don't park close. It's specialty yet is jumping into reverse as you go into drive — and into drive as you expect to go into reverse. Small problems like that will be taken care of, but for now it is "Taylor's Tank". The name suits.

Since the Mexican authorities have been being more strict in all the areas where we have contact, it is better that we comply in all phases of the Mexican law. We of Cholla have been given consideration. Let us not get ourselves classed with the unwanted element that does come down for the holidays. It is the country of Mexico, and they do have their laws which must be obeyed.

Good news from some of the fishermen. Ernest Glaub went down very unenthusiastically with his parents. Went out and caught a 75-pound Grouper at the 18 mile reef. It took him half an hour to land it — he was using a hand line so you can imagine the condition of his hands. He is ready to go again at a moment's notice.

Harry Capen is planning on being down for the Derby with a couple of the men he works with. It will be good to see him at

the Bay again.

Right after Easter there were a number of breakins. If this happens to you, please report it to Mr. Brown's office. My phone has just rung and rung, and this weekend the 11th and 12th, there were some more incidents. Harris Waren has been hit both times. Tommy Thompson this last time, and heaven knows who else. Most of it seems to be malicious damage.

Sophie and Carl Malentich were lucky enough to have a week at the Bay. Expect to have some fish stories.

The Painters were down with guests. Dick and Dorothy Reynolds to be down the following weekend. Dick has been very busy redoing their boat. The color remains the same.

The street going up to the cliff houses along the Pinto Cove area is going to have to come up with a name. Everyone seems to congregate out in the middle. It is like old home week. Vehicles have to by-pass. Friendly people all!

Looking forward to seeing everyone at the Derby...

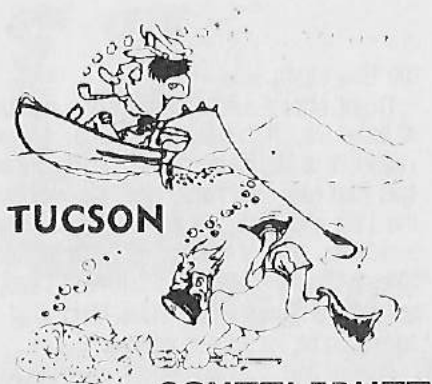
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TUCSON

## SCUTTLEBUTT

By Sally Newman

A speedy recovery to all those on the sick list...

Isn't the desert beautiful? Did you ever see so many lovely colors? Maybe because the wildflowers were not so plentiful this year the other things in blossom are more noticeable — the saguaro with its white blossoms, palo verde with yellow flowers, ironwood with its lavender ones, and ocotillo with bright orange spikes — beautiful...just gorgeous!

Meanwhile, back at the meeting with Mary Brown substituting for president Bob Bos and vice president Peter Scott — who were blown off course by wind or something — and announcing that she was also the new secretary. Frances Crossman is now in charge of refreshments. What a gal

that Mary is — I think a few of our good gals got lost when we needed them. They do a great job when we need them...

A big thank you to new member Bobby Green for installation of light brackets at "fish fry shack". THANKS. More about Fish Fry Shack which the Council has outfitted with things needed for preparation of food for Derby (us gals sure like that).

We'll be seeing some more improvements at Radio Shack in way of protection for the radios. All of a sudden somebody realized what a fix we would be in if our radios should be stolen or damaged. Also the radio tower is up and should be running by Derby.

Seems like we're still having trouble with kids and fireworks and beebie guns. Do you know where your children are and what they are up to? You'll be a little embarrassed if someone brings them home tells of an incident with some of the above no-no's.

Wes Douglas was down and gave us a very scary account of jail conditions in Mexico, and cautioned us on a few things we should do. Such as reporting any robbery to the police. They have a lot of stolen property at Rocky Point; you might go and check to see if it is any of your missing articles. And such as always taking your insurance policy with you to Mexico. It is good for only one car at a time and if you change cars, take the right policy with you. We now have a thru line to Wes Douglas' office in Phoenix; the number is Enterprise 893.

Fire extinguishers are for raffling: Walt Warwick won the flares, Gordon Erickson the smoker and Bobby Green a Cholla pennant. Isn't that nice?



By Jane Putnam

Once again we return to the old family archives for a New England recipe which will easily adapt to seafood found along the coast of Mexico. The Sea of Cortez clam varies somewhat from the Northeastern Quahaug — you may want to cook it longer for it tends to be tough. But the flavor is there and that's what really counts.

### BAKED CLAMS

Measure out about 2 quarts of clams in the shell, wash thoroughly, and steam them in a cup of water until the shells open. Remove clams and grind them coarsely in meat grinder.

Add ½ cup of the clam broth, pepper and salt to taste, ½ cup very-finely-chopped onion sauteed in 1 Tablespoon of butter, ½ teaspoon dry mustard, and ½ to 1 cup of dry breadcrumbs.

Mix thoroughly until you have a somewhat gummy mixture and pack into the larger clam shells (scallop shells, ramekins or custard cups will do). Sprinkle

with paprika. Place shells on a cookie sheet and bake for 20 minutes, or until lightly browned, in a 375 degree oven.



Serve with salad and potato chips for a luscious luncheon; or as the 'fish course' in any dinner menu; or as hors d'oeuvres; or even as a main dish.

If fresh clams are not available, try a couple cans of minced clams — not as good, but better than none at all!

Mel Jarvis

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Thank You  
**CANADA DRY!**



# FROM THE LOG OF THE VIVA VIENTO

BY DON JONES

10 April 1974 - Cholla Bay

After three days of provisioning and installation, gas tank, etc., we obtained our clearance papers from the Port Captain in Puerto Penasco. Our papers read:

Sailboat . . . . . North American Registry - two ton  
Name . . . . . "VIVA VIENTO"  
Capitan . . . . . Oscar Newman  
Motoristo . . . . . Donald Jones  
Marino . . . . . Verona McKibben

With the food, beer, water, gas, SCUBA tanks and other equipment we were well down in the water.

On the morning of April 11, the call of the sea began to beckon. The captain became impatient, the marino was her calm, cool, collected self. The reason: The motoristo had not arrived. He was stuck at the border waiting in line to get his visa stamped. Finally at 1100 he arrived. Then faced with the problem that the wind might lay at any time, our captain was faced with his first major decision of his command. Should we get under way??

At 1300 amidst cheers and tears we cleared Cholla Bay, destination Puertocitos. With the main sail and genoa set, we sailed close hauled on a port tack the rest of the day and all night, with a moderate breeze (S.S.W.) making good time.

In the early morning hours we began to feel confident in our ability to meet any danger, but we found the cabin sole and starboard bilge locker under water. With a quick panic thought of WE ARE SINKING!! we calmly pumped out the water and found that our captain had left out the Knockdown bolt of the center board. Our problem was solved. At daylight Consag Rock and San Felepe were well to the north.

Underway all day, light air (S.S.E.), still on a port tack. We stayed close to shore to check the terrain as we were not sure of our captain (woops) location. At dusk we anchored outside a small rocky cove. The sea was calm and no wind. No sign of Puertocitos. Our pre-planned radio contact with Cholla Bay was 0700 and 2100 hours,

so far no problem with contact.

13 April

Left our anchorage at 0600 with a good night's sleep, sailing with the wind, in a light breeze, toward Puertocitos. By 0900 the wind had increased to a VERY strong breeze with rough seas (N.W.). We rounded a small headland and sailed into Puertocitos. The wind and the sea got worse. We stayed the rest of the day and had our first hot meal at noon. All went ashore in "BABY DINK". Bought ice, cold beer and soft drinks. Puertocitos is a "gringo" settlement like Cholla Bay only smaller. Two shrimpers were also in the bay for protection from the wind. High and dry at low tide with a nice sandy bottom. Tides appear to be the same as Cholla. Spent a most relaxing day at Puertocitos.

14 April

Motored out of Puertocitos at 0600. Sea flat calm. After sunrise a breeze came up and we set the main sail and genoa on a port tack. We had breakfast underway. As we sailed south we noticed many small camps and campers. The road from Mexicali follows the coast line as far south as Gonzaga Bay. We sailed south to our first island, Miramar, which is in a chain of five or six islands called the Enchanted Isles. We put in at a pretty little cove and ate lunch. Noni and Don did some skin diving, the water was clear but cold. At 1400 we sailed south to Willard Bay, just south of Gonzaga Bay. In fact they are connected by an inner channel. Willard Bay is a very well protected anchorage from all winds. We had an excellent supper (Willard Bay Stew). Tried to make our radio contact. We could hear, but could not get through. We had a good night's sleep.

15 April

0600 left Willard Bay with the sea flat calm. Motored most of the way to Puerto Refugio on the Northern tip of Angel de la Guardia Island. We sighted our first whales of the trip. Never came close to any of them, to the relief of our fearless captain. The rest of the day was a typical day of sailing. Motoristo and

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## GROUP AUTO POLICY FOR C.B.S.C. MEMBERS

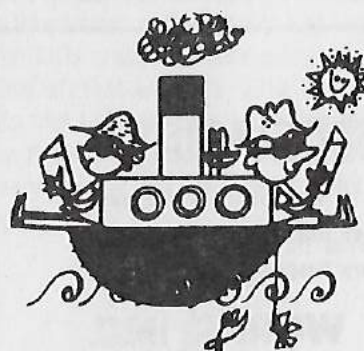
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## LETTER FROM MEXICO

# THE END OF THE SCOUT

NEVER AGAIN will you see the Smith's fat-tired Scout at the launch area when the boats come in with the day's catch! WHY?

The answer is, that it has gone to the scrap yard, before its time, due to a malfunction in the brake system.

The morning of 30 April, Homer and Florence migrated, with the Porsche in tow, but a mechanical problem developed. It was uncoupled and Florence chose to drive the truck, and to follow Homer closely driving the Porsche, to Phoenix where repairs were to be made.

In considerable traffic and ten miles short of their destination, Florence hit the brake pedal — no response — swerved to the left to avoid ramming an Oldsmobile stopping alongside an unloading school bus. Watching from the rear view mirror, Homer had already apprehended that Florence was in deep trouble, and in a split second he maneuvered the Porsche out of her path, across the right lane and onto the shoulder, where with horror the drama unfolded before his eyes.

The right half of the front axle including the differential, the wheel and spring — still in one unit — tore itself from the shackles and catapulted 20 feet into the air. Now in a roll, the Scout side-swiped the Olds' right rear, took two more rolls and came to rest in the oncoming traffic lanes with Florence pinned under the wreckage.

"I was in such a state of shock" said Homer "that I only remember trying to lift the wreckage. Soon many people were helping, and after several attempts and more help arriving, we finally made it. Gasoline pouring from a ruptured fuel tank — and the danger of fire — did not add to my composure during the lengthy process of clearing away the crushed top and prying the jammed door open to get to her. When at last it was done I saw that — thank God — she was, though badly battered, still breathing."

Florence is still in the Phoenix General Hospital making a remarkably rapid recovery; and they hope soon to be able to resume their journey, minus a considerable portion of the "baggage" — which, as Florence remarked — might be a good thing.

The Scout, loaded as it was, with many loose, heavy, lethal objects — 2 jeep cans full of gas, a 50 gal. electric water heater, 2 storage batteries, and a 100 lb. spare wheel — to mention a few, flying around inside the cab, it is no less than a miracle — and God's hand — that saved her.

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## FROM THE LOG OF THE VIVA VIENTO

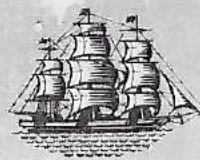
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marino at the helm and El Capitan sacked out. We were within sight of our mark before dark, but we would not make the bay. So we motored at 1/4 throttle after dark, until we thought our anchorage would hold. At 2130 we lowered the anchor and let out 175 feet of line before it touched bottom. We added 60 feet more line, lit the anchor light, had supper and went to bed. We covered about 50 miles in ten hours, an extra 2 hours motoring in the dark at slow speed.

16 April

0530 we found the bay entrance only 200 yards south. Motored (again no wind) inside and anchored in crystal clear water. Noni and Don rowed ashore to explore while the skipper took a bath. Later in the day we talked to three skin divers from San Diego who had motored up to 40 miles through the Canal de Ballenas (Whale Channel) from Bahia de los Angeles. They gave us a small yellowtail, about six pounds. We motored to the north end of the bay, Mejia Island. Noni did some skin diving and took pictures. Don trolled for yellowtail, which he caught and released. We could have filled the boat. The bay was beautiful, the sea life was tremendous and the color and forms of the hills around us were picturesque. We had all this and more, little black gnats that bothered us all day, but left us when the sun went down. The day went by very quickly. We ate yellowtail for supper.

CONTINUED NEXT MONTH



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By Mel Jarvis

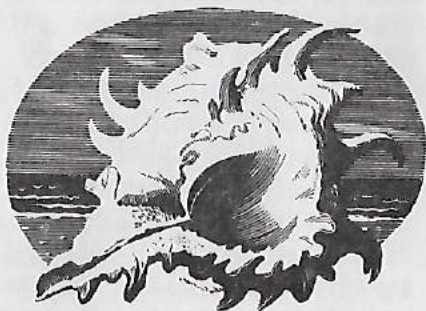
A radio light has been installed on the Radio Shack. Bill Brown spent a weekend working on this project recently.

And the Fry Shack also has new lights now. Bobby Green had to make new brackets for them...and it's going to be nice to have light where it really counts.

Cal Taylor is responsible for the new window in the Search and Rescue room. This will help Betty a lot and take a load off her.

Incidentally, speaking of Search etc., remember to fill out your launch slips. It's for your own

safety. Betty asks that you be sure to give all the information asked for as regards the equipment you carry on your boat. Search & Rescue has a better chance of finding you if you will comply with this request.



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## Boat Safety: FIRE EXTINGUISHERS

Each fire extinguisher is classified, by letter and roman numeral according to the type of fire it may be expected to extinguish, and the size of the extinguisher. The "letter" indicates the TYPE OF FIRE:

- A – Fires of ordinary combustible materials.
- B – Gasoline, oil and grease fires.
- C – Electrical fires.

Extinguishers approved for motorboats are hand-portable, of either B-I or B-II classification.

CLASSIFICATION (type-size)	FOAM (minimum gallons)	CARBON DIOXIDE (minimum pounds)	DRY CHEMICAL (minimum pounds)	FREON (minimum pounds)
B-I	1-1/4	4	2	2-1/2
B-II	2-1/2	15	10	--

Fire extinguishers must be carried in ALL motorboats that have:

- 1 – Closed compartments under thwarts and seats wherein portable fuel tanks may be stored.
- 2 – Double bottoms not sealed to the hull or which are not completely filled with flotation materials.
- 3 – Closed living spaces.
- 4 – Closed stowage compartments in which combustible or flammable material are stored.
- 5 – Permanently installed fuel tanks.

Reprinted from the "New Federal Requirements for Recreational Boats" published by the Department of Transportation, Coast Guard...



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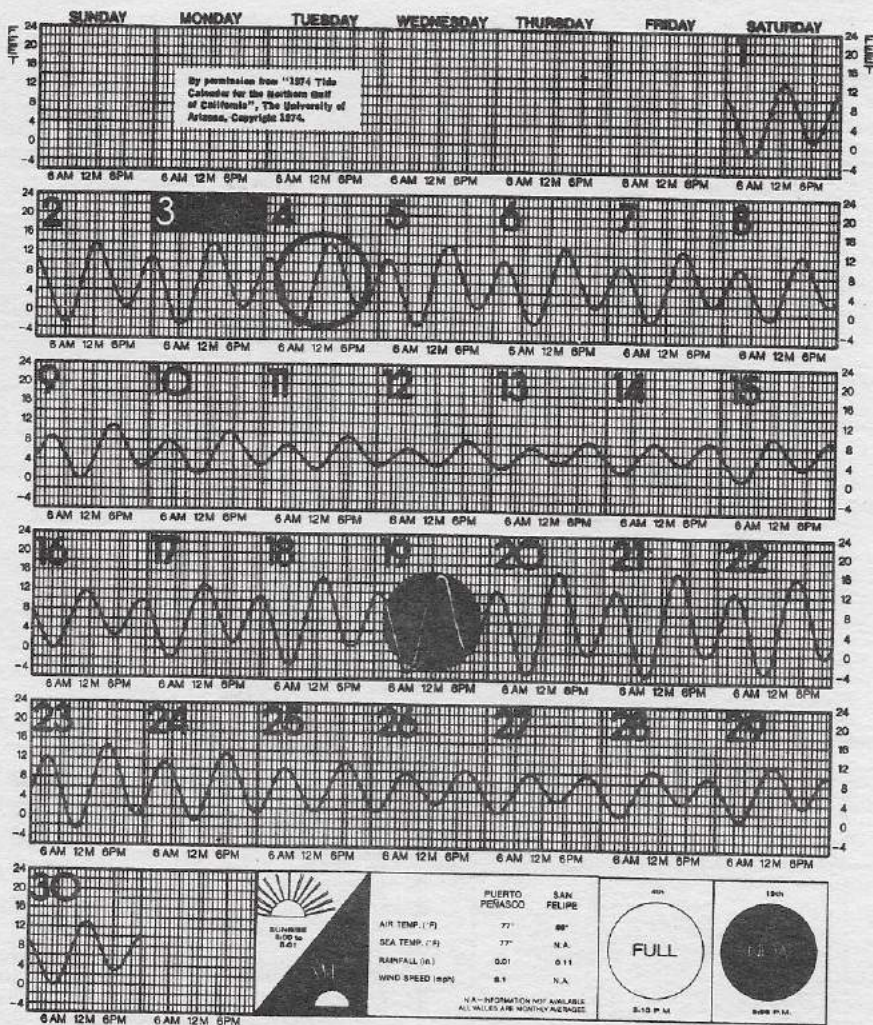




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