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FELIZ  
QUATRO de Julio

FROM THE CBSC

## CHOLLA CHATTER

Official Publication  
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# DERBY TALK

Every year it seems our Derby gets a little bigger, and a little better, and this year was no exception. Our 1974 Derby was a huge success in every sense of the word.

I can't begin to express enough appreciation to all of you who pitched in to help make this Derby and fish fry the great success it was. A big "tip of the hat" to the Canada Dry people for sponsoring those beautiful trophies which were presented to all our winners; and a big thanks to all our friends and business associates for their contributions. And of course, thanks to all of you who participated in the Derby itself, for without your support all the organization and planning in the world would not make for a successful Derby.

It has indeed been a pleasure working with such a great bunch of people. All of us should take great pride and be very proud of one of the finest organizations there is - the CHOLLA BAY SPORTSMENS CLUB.

Sincerely,  
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1974 Derby Chairman



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# YOU WOULDN'T ENJOY A VACATION IN A MEXICAN JAIL

By Marie Mattson

Reprinted from THE ARIZONA REPUBLIC

You may think Mexicans are easy going, but they're not when it comes to automobile accidents. Even a little fender-bender is considered a criminal offense in Mexico.

When you're involved in an accident, instead of getting a ticket, you're taken to the nearest jail for authorities to determine who is responsible. Automobiles go to a garage for repair estimates.

The responsible party must pay damages on the spot; once this is done, he's released. Authorities will accept only cash or a local insurance policy - a personal check won't do. Mexicans feel once you are released they'll never see or hear from you again, and they have no legal means to collect after you've left the country.

If any blood is spilled, the responsible driver automatically is jailed for 72 hours. He must pay damages within this time or

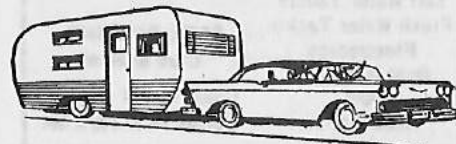
his vehicle will be impounded and sold. If amount recovered does not satisfy all damages, the guilty driver will continue to languish in jail.

Amount of liability differs throughout Mexico - it's based on the average daily wage of the state where accident occurred. The responsible driver must pay medical expenses for the injured plus daily average wage until they return to work.

Should victims be declared permanently disabled, lump-sum payments of 1,090 days' wages must be made to each individual. If death occurs outright, the guilty driver pays funeral expenses and a settlement of 790 days' wages. This law considers all men equal - the bank president collects no more than the day laborer.

Your embassy can do nothing except see that you have access to a phone to try to raise money and secure full rights for you under Mexican law. All this trouble could have been avoided with Mexican insurance - and you would have had the assistance of the local adjuster, who speaks English and is on call 24 hours a day.

You can purchase Mexican insurance at the border, and it is recommended for even a one-day trip. Cost is \$3.18 for the first day and about \$1 per day thereafter. If the driver is intoxicated, however, Mexican insurance is not valid.



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By Lew Frazier

It's over, it's over, hurray, success you bet! beyond a doubt our last Derby by far was the BEST EVER YET. There are many responsible for the success of the last Derby, but let me tell you there is but one Pete Scott. And this gentleman, my dear reader, is the one person that has to be thanked for services above and beyond. "THANK YOU PETE."

Chuck, Ken, Bobs, Eldon, Bills, Al, Marvin, Mel, Sam, Jack, Harrys, your counterparts along with the many-many that helped the council thanks you sincerely. Were it possible to name each and every one of you and to reward you for your efforts in our successful Derby in a way you really deserve it would be done! However, when it comes to saying THANK YOU and meaning what you say, it should come easy. Believe me, this is the easiest task I have ever had to do — thank you, THANK YOU, ALL.

The success of the Derby also has to be credited to the many donors of prizes, cash and Canada Dry for the

fantastic Trophies. We ask you to take special note of the Donors and advertisers in the Chatter, and sometime maybe seek one out and show our thanks by patronizing or in some way help us to show our appreciation.

Another measure of success of the Derby would be by the number of people that are being served at the fry. This year there was an excess of 2000 and that has to say something for the over all picture. This, fellow member, is a picture that has to be looked at closely while it is still fresh in our minds. Should the participation continue in the way it has, how are we to accomplish such a great undertaking in the future? Your suggestions, comments and help is needed now, please.

The number of boats in and OUT of the water with no disaster has to be a credit to the club. Betty, Mia, and Asst Mark, WELL DONE! You kept the Search & Rescue happy, but not without frustrations.

We also have many silent partners in Cholla and all Sonora — those who live, love and put up with us when we are in Mexico. Truly, without the approval of the officials of Mexico and the assistance of the great people of Mexico, this whole "shindig" would not be possible.

'Til next Derby, MUCHO GUSTO!

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## TUCSON SCUTTLEBUTT



By Susie Bos

To all who are under the weather, we hope you will be up and around soon. Al Scott is at home now and is still taking it easy. Hope to see him at the Bay soon.

We had the greatest Derby ever. We got to meet so many members and friends at the fish fry. So many people... where did they come from? So many people helped put the Derby on. THANK YOU each and all. Everyone did their job beautifully. Rest up for next year.

Our chapter meeting was very enlightening. Never saw so many suggestions. It's great to see so many taking part in the Club activities.

We need your ideas to make this a bigger and better Club.

Take time out to fill out the Boat Identification and Equipment card was stressed — it's for your benefit. This way the Search & Rescue can help in every way. Please keep the cards up to date.

The winners of the door prizes were: Doug Cashion, belly belt; David Barker, 3 flares; and last, Bob Bos, fishing lure. Good going, guys!

Bob Courtright brought up the idea for Tucson Chapter to have a dinner-dance. He has picked out three places to choose from: Moose Hall, Elks Club and the Comedy Dinner Theater. Where would you like to have this dinner-dance held? Please let Bob know — call him at 296-4884.

Sally, where are you?

Take care 'til next time...



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Each time you head for the fishing reefs out of Cholla, you keep a pretty sharp eye on the old compass because you know the reef isn't very large and the only way you are going to find it is to stay on course. You can also tell by looking back at Cholla, Black Mountain, etc. For just how far out you are. Once on the reef you start fishing, either at anchor or drifting. If the fishing is poor, then you up and move a mile or so, one way or the other.

Then late in the afternoon your outdrive goes out or some other thing goes wrong and you can't get under way. You get on the radio calling Cholla for help. You came out on a 210 heading and you have been fishing most of the day and have been doing a lot of moving around. What do you do? Do you tell Cholla radio you are 210 out of Cholla? Please don't (unless you have been on the hook all day). This is what you should do.

- 1) Anchor as soon as you know you can't move.
- 2) Look around and get a fix on yourself. Try to estimate how far out you are. If you can see Cholla, and the beach around the

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point down to the water, you are three to five miles; if you can't see the beach but can see the upper houses, you are five to eight miles out; if you can't make out houses but can see Cholla as a landmark, you are 10 to 12 miles and on a clear day 15 miles. If you see mountain at Rocky Point it's 16 miles or closer; if you can't see mountain at Rocky Point, it's 16 miles or more. If you can see Black Mountain and Cholla Mountain, you are 18 to 22 miles.

3) Now look out over the bow of the boat, if it is pointing at Cholla, take the compass reading. If it isn't pointing at Cholla, take the compass out of its mount and hold it in your hand facing toward Cholla, note the reading. After you have this information, call Cholla radio and pass this information to them.

4) While you are waiting for the search boat, spend your time getting your ted flag up, your signal mirror ready, or if it is night, your flare gun or flares ready. Do not use flares in the daytime. Make everything on board ship shape and put everything where you can find it. Make your crew and yourself comfortable in case you have to spend the night at sea. Ask Cholla radio to tell you when the search boat has headed out, and keep track of the time. You know where you are and about how long it took you to get there. Timing the search boat will give you some idea if he has passed you, if sea conditions have not changed too greatly since morning.

If you are in trouble and have a radio, this information will speed up your rescue. If you don't have a radio, follow Step 1 and Step 4. We will find you - it will just take a little longer. Safe Boating!  
(NOTE: Distances are approximate and vary with air and weather conditions.)



# BOAT WITH PROBLEMS

By Bill Brown

Boat assisting: Bobbi Sue  
Skipper: Bob Bos  
Crew: Harry Barker and Mexican Chunga

Boat due in at 6:00 ... had checked out radio No. 22 and 11. Tried both, negative contact. Last boat in said he had seen the boat about 2 PM by the dunes and all seemed okay. We checked from the point and no signs.

About 7:15 reported to Bos and Barker. At 7:30 when the skip slowed down I picked up a call from missing boat on 22. Said he was about 14 miles on 280 from Choya ... depth of water 35 ft ... out of gas. There were eight people on this 19 ft. boat, and small children.

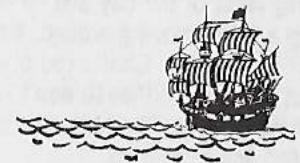
Bobbi Sue launched at 8:15. He had no flares but did have a spotlight. Several calls to and from both boats ... 10:10 Bobbi Sue reported along side giving them gas ... and reported the boat was a good 25 miles out of Choya. 10:25 both boats headed back. 11:35 Bobbi Sue reported could see the lights. By midnight boats on trailers and all okay.

Checking with boater found he had been out of gas since about 4:00 and the radio was a walkie-talkie. After the skip slowed down his signal reached us. Someone from up above had to be looking after them for a radio like that to reach 25 miles to get help to them.

## RECOMMENDATIONS:

Had I been at the Bay, this boat operator would have been summoned to the Port Captain's office ... because:

- 1) Not enough life jackets.
- 2) No flares.
- 3) Not familiar with boat (should not have run out of gas).
- 4) 8 persons on a 19 ft. boat.
- 5) No buddy boat.
- 6) Boat had traveled beyond effective radio range.



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# FROM THE LOG OF THE VIVA VIENTO

BY DON JONES

CONTINUED FROM JUNE ISSUE...

17 April:

Stayed another day in this beautiful bay at Puerto Refugio. Again no wind. We went out to explore Grinto Island (large island at east end of bay). Noni dove for rock scallops and took pictures of the sea lions. This island has a beacon, but it was not operating. We saw hundreds of nesting Pelicans and just as many sea lions. Both were fun to watch. El Capitan caught three nice size gold spotted sand bass in 200 feet of cold water. We later motored back to Mejia Island, where we ate lunch. Scallops dipped in butter and lime juice. MMMMMMMMM good! Made seviche with part of the Yellowtail and rested. Later Noni donned her Scuba gear and dove for lobster and more pictures. No lobsters, lots of pictures. Supper was the bass we caught earlier and it was hard to say which was better, the fish or the scallops.

18 April:

0600 left Puerto Refugio with great remorse on a heading of 55 degrees toward Puerto Lobos. Sea flat calm. With crew at typical sailing stations. Motoristo at the helm, with help from the marino and El Capitan in his quarters, looking (he says) at the charts. He should have looked harder, 35 degrees was the correct course. Anyway at 1800 we anchored off Libertad, 20 miles south of Puerto Lobos. We covered about 55 miles that day and were very tired.

19 April:

1530 the ground swells had made it hard to sleep and we had to hang on to our bunks. Anchor up with little problem, we set sail and motored at half

throttle. The wind was light but the sea was rough. We sailed north to Puerto Lobos. Encountered great rollers and a N.W. wind. We had to tack to the west often. At 1300 we anchored in Puerto Lobos, which is an excellent anchorage for a north or northwest wind. Spent the rest of the day exploring and swimming, with the skipper at the cantina hoping for more wind from a different direction to eliminate the need of tacking. Rested and went to bed for a good night's sleep.

20 April:

0430 almost aground at low tide, we pushed out to deeper water and got under way before 0500. Dead calm and no wind. 0700 had our first radio contact in two days as we passed Desemboque. Many shrimpers trolling along the shore for large blue shrimp, which spawn in the sand at this time of year. The wind picked up, set sail and sailed to St. George Island (Bird Island) at 1700. We caught enough fish for supper. Again another long day of sailing, 58 miles.

21 April:

0500 left St. George Island for Cholla Bay, calm and no wind. Motoried all the way. Arrived in Cholla at 1100 with a brass band playing. Betty Munroe, Cholla radio operator, had music piped over the loud speaker. Our families were waiting and very glad to see us, I guess.

The trip was a tremendous, satisfying success. Next time further south with more time and wind.

CONCLUSION

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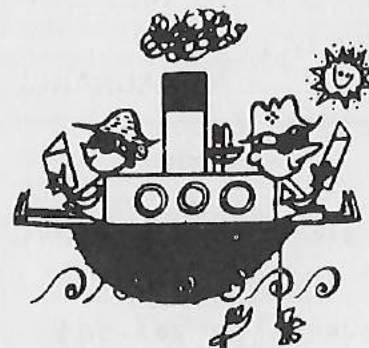
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# POINTERS

The modern marine radio telephone has come of age in the past several years. No longer in the gadget category, the marine radio telephone is now a compact, efficient, and reliable piece of electronic equipment which is taken for granted by the experienced boatman.

The primary function of a radio telephone is to provide a large measure of "safety-at-sea." Secondary functions are: contacting other vessels and talking to land-line telephones through the various marine operators.

Operation of a modern unit is simplicity itself. Controls have been refined and reduced in number to allow the lowest possible chance for "operator error."

Radio telephones are available in all shapes, sizes, weights, power outputs ad nauseum. The boat owner usually becomes quite confused when attempting to make his choice when confronted with the myriad of opinions ventured by well wishers and self-styled "experts."

After all, the purchase of any good radio telephone represents a rather sizeable investment. It's worth the time you will spend for careful evaluation **before** you write that check. Above all, choose equipment that will satisfy your particular application.

The governing body of the marine radio service is The Federal Communications Commission. This body issues your Station and Operator's License and also makes the rules under which you must operate your equipment. They also establish the technical specifications for the equipment involved.

Recent international conferences have caused an upheaval in certain phases of all the radio services. There have been a number of frequency changes as well as a general tightening up of the technical requirements for equipment. These changes will result in the eventual removal from the air of inferior equipment and will provide much better service for all, in the future.

The size of the radio telephone is measured by the yardstick of "Power Input to the Plate of the Final R.F. Power Amplifier." This is a Federal Communications Commission. Continued on page 14

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# THOUGHTS ABOUT THE DERBY

By Lila Erickson

Jacques Cousteau has stated that unless we take heed and change our ways, the oceans of the world will be fished out in ten years. We, who fish in the Gulf, already are aware of the problem of the shrimp industry because of over fishing.

I would like to share some of my thoughts about our Cholla Bay Fishing Derby. This is a time when we go all out and fish with a vengeance. Because we know there are 2500 people to feed, we haul in and keep the smallest rockbass, the smallest Pinto - anything that swims.

Our Charter states that we must have a Derby, but it does not set down specific rules. Would it not make more sense to pattern our Derby somewhat after the San Diego Yellowtail Derby? For a fee, possibly \$5.00, a contender would be registered from January through the middle of May. Large fish would be registered and recorded. At any time, a contender would know what needed to be caught to be in the running. Hopefully, unless they were to be eaten, smaller fish would be released. On the Memorial Day weekend, we could have our "Derby" and award prizes. We could barbeque a beef or purchase commercial fish and not be dependent upon the weather - not be dependent upon boats getting out and catching fish to feed the hungry crowd. In years past, the Derby has been delayed twice because of the weather.

I would hope that all serious fishermen - and women - would give this idea some serious thought and voice your feelings at your local meetings and to your Council representatives.

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## MARINE RADIO TELEPHONE SERVICE POINTERS...

Continued from page 12

sion rating. This definition leaves a little "wiggle" room for the manufacturer because the actual performance of the transmitter in a radio telephone is determined by the power output of the unit! Consider a situation involving a pump, a well, and a hose. The amount of water coming from the hose is determined by the efficiency of the pump if there is plenty of water in the well. So it is with a radio telephone – the transmitter is the pump, the antenna the hose, and the power input the well. Efficiency is very important to actual performance. Efficiency is measured in percentage and ranges from about 40% to 60%. Beware of output claims in excess of the maximum – it just doesn't happen! Figure about 50% as reliable.

The table that follows is merely a guide. The figures are deliberately conservative and are for salt-water operation. Fresh water conditions scale the distance down by about 30%, except on the high frequencies.

POWER INPUT	RANGE
30 Watts	30 miles
50 Watts	40-60 Miles
80 Watts	65-100 Miles
120 Watts	100-up Miles*
150 Watts	125-up Miles*

\*Depending on atmospheric conditions.

This question of power ratings is very important for several reasons. The price of equipment takes a substantial jump between the brackets in the table above. The higher power telephones require more space, weigh more, and require more capacity from the ship's battery supply. Last, but still rather important, you do not make new friends when you use a high powered set for short range operation. It is possible that you might even lose some of the ones you have.

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## FROM THE EDITOR'S DESK

Do you realize how important it is for Betty at the Radio Shack – and for you – that each and every boat files a launching slip at time of departure? Have you ever seen all the hustle and confusion when some one radios for help and there is no pink slip on file?

Most people just don't take the time to fill out the slips properly. Let's say YOU are out 25 miles. Anything can happen. A storm comes up, your boat is taking on water, you're out of gas, you've got some kind of engine trouble. YOU want help, as soon as you can get it. The Search & Rescue is on shore... and YOU need help – NOW!

Did you file a launching slip – does anyone know where you are?

The Search & Rescue goes into action. They try to locate you, try to contact you on the radio. They put a team into the water and another on the Point. They all pray there is some sign of you. Maybe they call planes down to the Cholla area to look for YOU. All this and much, much more – just countless chores that go on behind the scenes during these searches. And don't forget the many, many man hours that count up while these dedicated guys are trying to get you back to shore intact!

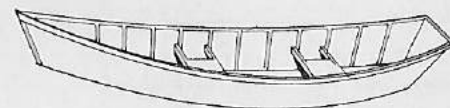
Did you file a launching slip to make their job easier?

And that's not the end. When you return, you MUST turn in the pink slip at the Radio Shack. These are then passed

along to the Port Captain's office. He goes over them very carefully. If you have not turned yours in you may be called into his office. YOU also may be fined for failure to turn in the pink slip.

This may sound harsh, but stop and think – if the Search & Rescue had to do without all the proper information on just where you are and what time you are expected back in Cholla, they would have to hire a team of people just to stay at the Bay all the time for rescue only. It takes just a minute to fill out the slip properly.

We want you back many times over at Cholla, safe and sound, to enjoy the fishing and getting together having good times. Search & Rescue has a perfect record on rescues in the Gulf... let's not mar it now. Safe Boating!



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worry and pick up your supplies on  
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**MAIN HIWAY — AJO**  
Our Meats Are Guaranteed!  
**CLUB MEMBERS**





## correspondence: continued from page 17

service being rendered by the water trucks when called for. We are unable to do any thing in this subject, unless we receive written complaints from the people. Once we have heard from you all, we shall be more than delighted to undertake some action to bring up the right answer to the problem.

Thank you for your cooperation in making our community a real second home for everyone.

### WORRIED ABOUT GAS? YOU CAN STILL GO FISHING

REPRINTED FROM HIGHROADS, ARIZONA AUTOMOBILE ASSOCIATION.

The gasoline shortage has caused some concern among fishermen, but there are ways to go fishing in spite of limited supplies. Some ideas suggested by the Arizona Game & Fish Department include forming a group instead of going alone. Four can drive on the same amount of fuel as one. Instead of cruising aimlessly looking for the right spot, think about it beforehand; and run your outboard at three-quarters instead of full throttle. Stay longer once you get to that favorite spot.

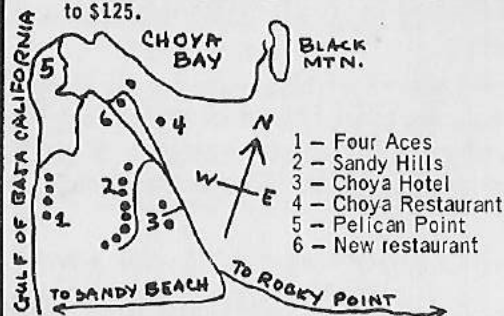
Take fewer trips, but make them last. Sometimes you can also take advantage of a breeze by drifting across likely looking points. Other obvious ideas which are good practices at any time are to keep your motor properly tuned, be careful when pouring and mixing fuel and, if you have an electric motor, use it as much as possible. In spite of the gasoline shortage the angler who plans carefully can take advantage of what promises to be an excellent fishing season. ■

## Good news NOW AVAILABLE...

NEW HOMES — newly furnished, running water & electricity



The homes above are part of the new SANDY HILLS subdivision which faces Choya Bay and Black Mountain. Built on lots measuring 62 x 60 ft., the houses are 1 and 2 bedrooms. Large enough for entire family. Rent by day, \$20.00 to \$25.00. Weekly \$100 to \$125.



For Reservations write  
**CHOYA BAY HOMES**  
Apdo. 100  
Puerto Penasco, Son., Mex.

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

**FOR SALE!**

FOR SALE — Reinell Boat - 69 - 21'6". I/O board motor 210 horsepower. 2 radio C.B. and Marine, depth finder, head, full camper top. Twin axel trailer and extras. Louise Smith, 1744 E. Turquoise, Phoenix 85020. Phone 944-6568 or 944-2010.

FOR SALE — Excellent view Lot No. 125 on Avenida Ventana Alta, in Las Conchas, Puerto Penasco. \$5,200...Cash or terms. Call 488-3460.



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### CHOLLA CHATTER ADVERTISING RATES COSTS PER ISSUE

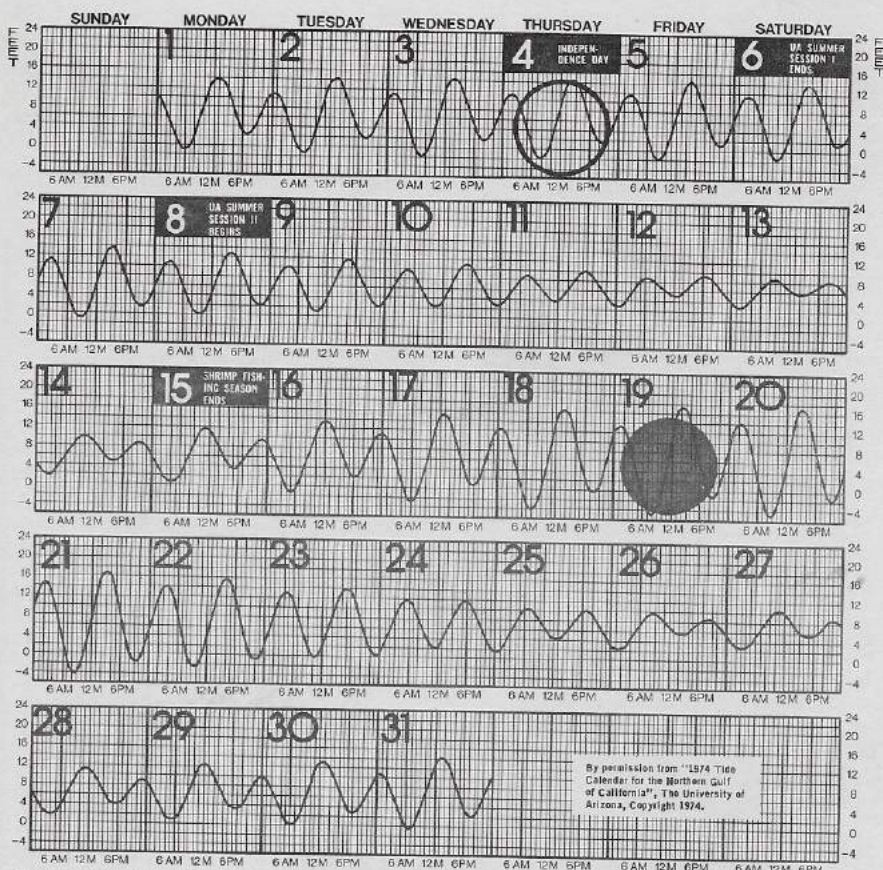
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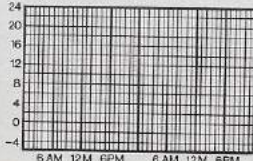
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# JULY 1974



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	PUERTO PERASCO	SAN FELIPE
AIR TEMP. (F)	84	91
SEA TEMP. (F)	84	N.A.
RAINFALL (IN)	0.13	0.15
WIND SPEED (mph)	9.9	N.A.

NO INFORMATION KIT AVAILABLE  
 ALL VALUES ARE MONTHLY AVERAGES



DATUM: MLLW  
 ALL TIME IS MOUNTAIN STANDARD TIME (MST)