

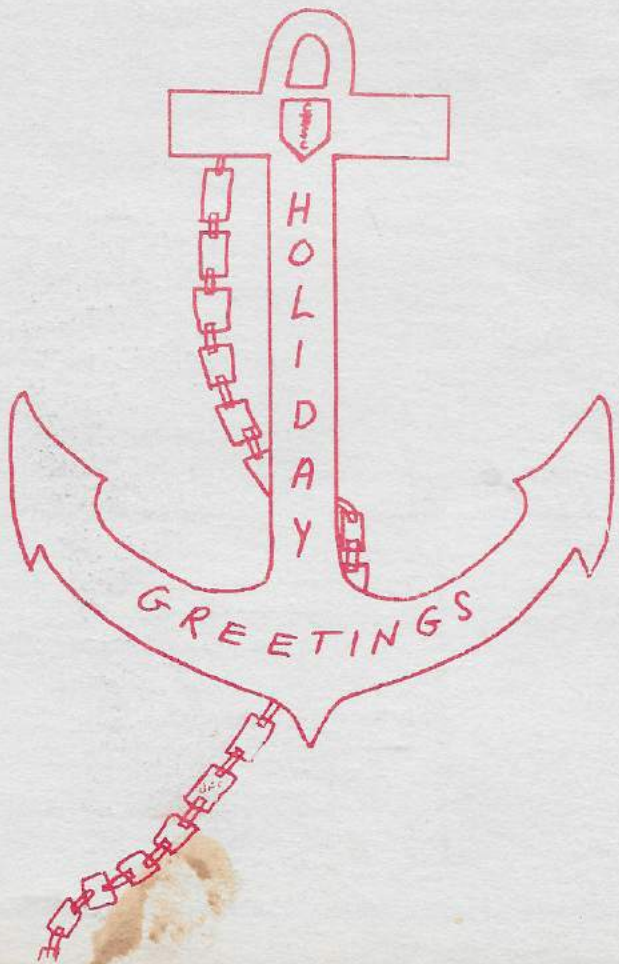


CHOLLA CHATTER

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Volume 15 Number 12

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

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December 12

8 p.m.

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December 11

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FROM THE EDITOR'S DESK

Betty F. Capen

First, may I wish for all members of the CBSC a personal greeting. May you all have the happiest of all holiday seasons.

As this is the 24th issue of the Chatter, as Editor, and my last issue may I take this opportunity to tell you how much I've enjoyed doing this job for the Club. As in everything you do, there are many problems in the Chairmanship but as I've said before it has really been a challenge, a pleasure and much satisfaction. Contacts with the many members, who I would probably never had the opportunity to meet or talk to. Being asked questions that I had to try and find the answers to and most times successful. All in all, have just enjoyed the job immensely. But we all must go ahead to other things. It's best for the Club and for the individual member, who has assumed a Chairmanship. The first thing you know, you think it's your Chatter and are doubtful if anyone else can do the job as well as you, then it's time to step down and get someone with fresh ideas and etc. Our Club is large enough that we don't have to have the same chairman, year after

year. I've done the best job to my ability, but I'm sure the new Editor will do just as well and I'll not be surprised if she doesn't do even a better job.

Our new Editor is Susie Bos. She and her husband are very active in the Tucson Chapter. I'm sure we'll all be looking forward to receiving our January issue. God luck to Susie and I for one will be willing to do anything to help her and she'll need the cooperation of every member.

So, many THANKS to everyone, who has helped me for the last two years, because without them, there would be no Chatter. A special THANKS to Bub Allison (then Council Chairman), who appointed me and thought I could do the job and to the many members who appreciated my effort and let me know it, that made it all worthwhile.

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BOB MORRIS,
Council Chairman

After two previous attempts, we finally had our 1972 Derby. The weather was great, except for a little chop on Saturday afternoon and the sun going down too soon both days, conditions could'nt have been better. The thing I'm most thankful for, is it was a safe Derby. All boats returned. Thank God. We had several boats that had to be towed in, but because of the alertness of our Search & Rescue team and the buddy system, these were handled without much difficulty.

I have a list a mile long of people I really should thank for their contribution in making this Derby such a success. Everyone was wonderful and so eager to pitch in and help. I wish I could thank them all publicly, but there just would'nt be room in the Chatter.

We want to thank the Mexican Government and the Officials of Puerto Penasco for allowing us to have the Derby. Our Derby was visited by the Vice-Mayor of Puerto Penasco, His Honor Sr. Oscar Palacio, Hector Munro's

uncle. The Port Captain Sr. Antonio Delgado. The Fish Inspector Sr. Carlos Salmon. The Chief of Police Sr. Efrain Diez and his friend Sr. Jorge Pivac. The Commandant of the Marines and two of his troops.

I want to thank Betty Munro, who went through her first Derby like a veteran. It sure is comforting to pick up the mike on your radio and talk to her on the other end. Chris Tatum was on the job to see we had no radio problems.

A special thanks to Doug Cashion, who probably put out more work than anyone in the two unsuccessful Derbys.

Derby Chairman Leonard Reichardt and Co-Chairman Charlie Reed did an excellent job. Leonard, who accepted the Chairmanship only a few weeks before the Derby, really gave his all to his job.

Our Fish Fry Saturday evening was the best one ever. Having our own facilities inside a build-

next page

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ED TAPPAN - Club Member

ing made it a lot easier. Al Scott's fish was superb. We had many, many comments on how great it was. The Vice-Mayor said it tasted better than Kentucky fried chicken. All the food and drink was prepared and served in great style. With no holdups the line moved along swiftly all evening. All food left over was donated to the needy.

To all fishermen who donated their catch, to the fish fry, a special thanks. This is what makes sportsmen out of fishermen.

To all the Merchants, who donated prizes, our thanks go out to you. I hope all our members will study the list of donors and make a special effort to buy from them, who so graciously support our Club.

Congratulations to all Derby winners. I am sure the quality of the prizes made it all worthwhile. We made a special effort

this year to give useful trophies instead of the usual dust catchers.

Thanks to Harry Barker and family and his prize committee for a great job well done.

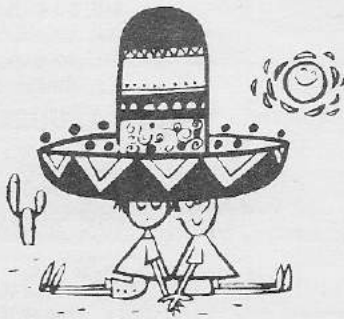
If I have left anyone out, I assure you it was not intentional. Thanks again to everyone.

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Paul Colorich - Jack Cameron
Club Members



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DERBY WINNERS

Grand Prize (man)	L. E. Rogers	5 Day H&M Trip
Grand Prize (woman)	Barbara Lounsbury	Spinning Rod & Reel
Largest Fish by 16 years or under	Barbara Lounsbury	\$25.00 in cash
<u>Grouper:</u>		
5/19 1st	Bill Hoffman	Tackle Box
2nd	Jim Bryant	Set Buddy Bearings
11/24 1st	L. E. Rogers	Battery
2nd	Barbara Lounsbury	1/2 Day H&M Trip
11/25 1st	Roy Martin	Rod & Reel
2nd	Rosie Martin	\$25.00 Gift Certificate
<u>Pinto:</u>		
5/19 1st	Thomas Daniel	1/2 Day H&M Trip
2nd	Art Moore	Compass
11/24 1st	Patty Phelps	1/2 Day H&M Trip
2nd	E. Perlmutter	Penn 60 Reel
11/25 1st	Clary Ogden	1/2 Day H&M Trip
2nd	Norman Nelson	Holmes Gift Certificate
<u>Red Snapper:</u>		
5/19 none caught		
11/14 1st	Ken Marshall	200.00 Candle pr. light
2nd	W. Allen	Marine Compass
11/25 none caught		
<u>Pargo:</u>		
5/19 1st	Kent Moelsser	1/2 Day H & M Trip
11/24 1st	W. Allen	Coleman Stove
2nd	R. Hall	Cooler
Tie	C. E. Sanders	Casting Reel
11/25 1st	Wm. J. Walter	Anon
2nd	Ken Gr. #121	Spot Light
<u>Rock Bass:</u>		
5/19	W. Basham	Sony Radio
11/24 1st	Steve Turley	\$10.00 Gift Certificate
2nd	D. Rohde	Az. Ghost Towns
11/25 1st	D. Rohde	\$10.00 Gift Certificate
2nd	Rich Babcock	Az. Ghost Towns
<u>Sea Trout:</u>		
5/19 1st	R. Zimmerman	Spot Light
2nd	Red Lindley	Boat Cushion
Tie	Bill Barnes	Boat Cushion
<u>Pampano:</u>		
5/19 1st	Geo. Fisher	Front End Align.
2nd	Geo. Fisher	Az. Ghost Towns
11/24 none caught		
11/25 1st	Gene Henry	Car Mat

Mackarel:

5/19 1st
11/24 1st
2nd
11/25 1st

Geo. Fisher
Bunny Harris
Mrs. L. Erickson
Ila Van

\$10.00 Gift Certificate
Gift Certificate
Flower Arrangement
\$10.00 Gift Certificate

Flounder:

11/24 1st
11/25 1st

W. Bayes
M. D. Dirkim

\$25.00 Gift Certificate
\$25.00 Cash

Cochee:

11/24 1st
2nd
11/25 1st
2nd

G. Montierth
Clay Coughanour, Jr.
Carl Knok
Steve Turley

\$25.00 Cash
4 Hub Caps
Radio
\$20.00 Cash

Sardinero:

11/24 1st
1st
2nd

R. Glynn
L. E. Rogers
Jim Van Kuddonn

\$25.00 Cash
\$25.00 Cash
Tackle Box

Shell Fish:

11/24 1st
11/25 1st
2nd

Mike Westfall
Allan Redwine
Mike Westfall

\$25.00 Cash
\$25.00 Cash
\$10.00 Cash

Shell Fish (Diver)

11/25

Joey Morris

Gas, Hamburgers, & \$10.00 G
Certificate

Skin Divers

11/24 1st
11/25 1st

James Sheets
Jack McKewon

Fish Dart
Cooler

Odd Ball Fish:

11/24 1st
2nd
3rd
11/25 1st
2nd
Tie - - - - -

J. Westfall
Bunny Harris
Paulette Knox
Paulette Knox
Frank Turley
Steven Turley

\$10.00 and Coke
Life Jacket, Lures & Coke
Life Perserver, \$5.00 & Coke
\$10.00 Gift Certificate & Coke
\$10.00 Gift Certificate & Coke
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\$25 Cash	Merodias Const. Co.	2602 N. San Carlos Place
\$20 Cash	Reed Electric	6000 E. 20th St.
Gift Certificate	Beechwood Golf Service	Grant Rd. & 1-10
\$10 Cash	Lee's Auto Parts	4951 Casa Grande Hwy.
\$55 Gift Certificate	Holmes Tuttle Ford	800 E. Broadway
\$10 Front-end Alignment	Pussy Foot Treads	TUC
10-gal. Gas	Flowing Wells Pixie	4630 N. Flowing Wells Rd.
Gift Certificate	Best Boat Sales	2854 N. Stone Ave.
(1 Compass, Model 87)	Lucille's	Why, AZ
10-gal. Gas, 6 hamburgers	Hope Wig Shop	TUC, AZ
\$15 Gift Certificate	AZ Sash, Door & Glass Co.	657 St. Mary's Road
\$25 Gift Certificate	Loretta's Dress Shop	2400 N. Campbell
\$5 Gift Certificate	Bates A&W Root Beer	Ajo, AZ
\$5 Gift Certificate	Blount's Mobil Station	Ajo, AZ
\$5 Gift Certificate	Ajo's Circle K	Ajo, AZ
2 - \$10 Gift Certificates	Ajo's Shawner Ford	Ajo, AZ
Oil Change & Filter	Tuc. School of Scuba Diving	622 N. 4th Av. TUC
\$29.95 Fish Dart	Wood Bros. Lumber Co.	2400 S. 4th Av. TUC
\$17.99 2 - Burner Coleman Stove	Speed Auto Seat Covers	3601 E. Speedway
\$9.50 Car Mat	Ronstadt Hardware	70 N. 6th Ave.
\$5.50 Boat Touch-Up	Ronstadt Hardware	70 N. 6th Ave.
\$5.95 Life Preserver	Leo's Auto & Home Supply	2823 N. Stone Ave.
Set of Tumblers	Medina's Sporting Goods	1047 N. Main St.
\$8.00 Tackle Box	Woody's Sporting Goods	2819 N. Stone Ave.
\$7.70 2-Fishing Lures	Catalina Marina	Florence Highway
2 - Life Jackets	Leo's Auto & Home Supply	2823 N. Stone Ave.
\$3.95 Cool Cushion	Vaughn's Pharmacy	Wetmore Road
Relaxo-Bak	Sandra Massey	309 N. Medford Drive
\$25 Avon Cosmetic Assortment	C & C Auto Sales	500 E. 29th St.
\$30 4 - Hub Caps	Meyer's Sheet Metal	TUC
Wicks & Holders	Lowry Hardware	W. Prince Rd., TUC
Garden Hose	Sears, Roebuck & Co.	5950 E. Broadway
\$39.95 Spinning Reel	Montgomery Ward	El Con Shopping Center
\$19.95 Penn 60 Reel	Jerry's Auto Parts	1153 W. Prince Rd.
8 - Spark Plugs	Craycroft Marina	S. Craycroft, TUC
\$12 2 - Boat Cushions	Vazquez Licores	Sonoyta, Mexico
5 Qts. Liqueurs	Vazquez Licores	Sonoyta, Mexico
Statue	Vazquez Licores	Sonoyta, Mexico
Wrought Iron Lamp	Casas Adobes Chevron	7000 N. Oracle, TUC
Glass Vase with Glass Flowers		
5 Qts. Oil & Change		

PHOENIX CHAPTER PRIZES ONLY

5 Day Baja Sea-Fari (\$225)	H. & M. Landings	Emerson & Scott St., San Diego, CA
5 1/2 Day Fishing Trip	H. & M. Landings	Emerson & Scott St., San Diego, CA
\$100 4 - \$25 Cash	Gulf Distributors of Ajo	Gulf Station, Ajo, AZ
\$25 Cash	Dust-Tex Mop Service Co.	9205 N. 10th Ave. PHX
\$10 Cash	Catalina Mfg. Co.	1632 E. Princess Dr, Tempe, AZ
\$25 Gift Certificate	Sports Center	5134 W. Glendale, Glendale, AZ
Tackle Box & Fishing Rod	Mel Jarvis Sp'tg Goods	1501 E. Indian School Rd., PHX
2 Boat Cushions	Gaudet Boat Company	3908 W. Van Buren, PHX
2 Boxes Bearing Buddies	Gehon Boat Company	2101 E. Indian School Rd., PHX
Landing Net	Sportsman's Clearing House	1339 W. University Dr., Tempe, AZ
Casting Reel	Del Re's Service Centers	7818 N. 12th Street, PHX
2 Bar Buoys	Boat & Motor Sales & Service	8615 N. Central Ave. PHX
6 Copies "Ghost Towns of Ariz"	"Statewide" 4-Wheel Drive Supply	1640 W. Hatcher Rd. PHX
\$10 Gift Certificate	Sails West Sailboats	1601 W. Hatcher Rd. PHX
Marine 200,000 Cndl. Pwr. Lite	Now Industries	208 E. Hatcher Rd. PHX
\$5 Gift Certificate	A. J. Bayless Market	210 E. Dunlap, PHX
1/5 Andre Cold Duck Champagne	Zieglers Drive-In Liquors	241 E. Dunlap, PHX
Potted Fish Planter	A.B.C. Flowers & Gifts	275 E. Dunlap, PHX
Marine Battery	A - C Battery Distributors	1640 E. Van Buren, PHX
Boat Pole	Peterson's Sp'tg Goods	201 W. Main, Mesa, AZ
Compass	Southwest Marine	2223 E. Main, Mesa, AZ
Cronco Ice Chest	J.L. Yates (Army-Navy Store)	5025 N. 16th St., PHX
3 \$10 Gift Certificates	Kirn's Marine	418 E. Van Buren, PHX
Channel Master Radio	Dalis Electronic Supply	917 N. 7th St., PHX
Sony Radio	Dyna-Tronics	1610 E. Maryland, PHX
\$25 Gift Certificate	Isley's Car Care Center	2225 W. Main, Mesa, AZ
Paddle	Darner Marine	837 W. Main, Mesa, AZ
Gott Cooler	Seth Smith Boat Works	1017 S. 23rd St. PHX
Warm/Dry Parka	Camp Trails	4111 W. Clarendon, PHX
Spot Lights	Anonymous Donor	PHX
\$10 Gift Certificate	Sail's West Sailboats	1601 W. Hatcher Rd., PHX
6 Gift Certificates - 8pk ctn. Coke	Coca Cola Bottling Company	2225 W. Buckeye Rd., PHX
\$25 Cash Prize	Sun Electric, PHX	PHX, AZ
Penn Reel, Master Mariner	Angler's Roost	PHX, AZ
Hammock	World Market Center of Ariz.	527 McDowell Rd., PHX, AZ
200 Ft.	Pearson Enterprises, Inc.	PHX, AZ
	(Sea Camper Boats)	

Contact: Norman Williams Contreras
3443 North Central Avenue,
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264-3819

November 15, 1972.

FOR IMMEDIATE RELEASE

Good news for boat owners in Arizona, informs Norman Williams Contreras, Delegate in Phoenix for the Mexican Government Tourism Department. Norman Williams Contreras received a communique from Mr. Antonio Garcia Rojas, Administrator of Customs in Nogales, Sonora, informing him that presently, as a result of orders from Mexico City, tourists bringing boats measuring over 22 feet will no longer have to post a bond. In the past, a bond was required to guarantee customs duties. This exemption used to be applicable only for boats with destination to Puerto Penasco (Rocky Point)

This new measure, taken to facilitate border crossing, is especially significant for Arizonans, concludes Williams.



FROM THE PRESIDENTS DESK
PHOENIX

As this year is about to close, I want to take this opportunity to thank all committee chairmen and members who helped fulfill the chapter activities for the past year.

In order of their reports at the general meetings:

Cy Curtis - whose capability as membership chairman is unsurpassed, what more can I say.

Don Laporte - Derby Co-chairman, Entertainment Co-chairman. Gave us representation at council for derby functions and provided good programs at general meetings.

Charlie Reed - Derby Co-chairman, Entertainment Co-chairman, Nominating Committee Chairman, a man always ready to fill in when needed as proven by his acceptance of vice-president pro-tem, after Don Laporte's resignation. A capable, ready and willing worker.

Ruth Laporte - Coffee and Refreshments Chairman, Correspondence Secretary. How many cups of coffee and added calories did you enjoy at the general meetings? Also Ruth provided excellent secretarial help on

newletters and mimeographing.

Henry Desenberg - Ship's Stores Chairman, gave us more new club orientated items to purchase this year. A very willing worker.

Mel Jarvis - Search and Rescue, a man who needs little introduction and reminders that he is always in there pitching; every year.

Gini Tucker - Welcoming and Sick Bay, gave all our best regards to those members who ailed and came new to our meetings.

Harry Capen - Special Projects, another hard, willing worker, whose acceptance of this chairmanship this year included both the annual party and picnic, both successful to say the least.

Jim Urban, Eldon Aunis - Good Will and Charity, efforts of both provided many happy moments for many of our needy Mexican neighbors. A "Hats off" to Jim for his food gathering program.

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22' Newman - 302 Ford V8 - 1/0 Drive - Fully Equipped - Used 9 times - Like New. Electric Brake and Tandem Axle Heavy-Duty Trailer. Total cost was \$9156 - sacrifice for \$6500 or Best Offer - Can see in Tempe and can be Financed - Boat Launcher \$750 or best offer. Tel. No. 966-1120 Tempe, Evenings only.

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1970 Skipjack-307 Chev. motor-trim tabs-depth finder-full curtains-head-trailer.



See both of these boats Cabin 42-Cholla Bay, or call Bob Pennington 276-2476 or 276-9554 Phx.

NOTICE

Claude Coker would like to take this opportunity, thru the Chatter, to Thank everyone who sent flowers, cards and best wishes for his recovery. And to also Thank everyone who was so concerned about him at the Bay over Thanksgiving.

IN MEMORIAM

STANLEY H. SIMMS

November 16, 1972

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FROM ONE OLD SALT TO ANOTHER

To start this story off, it was a beautiful morning, that eleventh day of November, the year nineteen hundred and seventy two.

The two Parnell brothers, Bob, Tom and their wives decided the fishing should be just right at one of their favorite fishing holes, twelve miles south of the double dunes. So, we loaded the Nunca Jamas (gassed) and checked everything out for a good day of fishing. We launched about 9:15 AM setting our course at 270 degrees. One hour and thirty-five minutes later I turned on the depth finder to hunt for the most likely hole. About twenty minutes later we threw out the buoy and rigged four lines with different kinds of bait, but alas, the drift was too fast to keep the bait on the bottom, so back to the buoy and passed it and threw out the reef anchor. Bang, the first hit was a shark, a lot of fun but no meat in the freezer. About one hour later we had boated four non-keepers and were three steel lines short. By this time my favorite sister-in-law

had turned the color of a shamrock. With all due concern, I pulled the reef anchor and turned old Nunca Jamas back toward Cholla. The waves had started to pick up a little (consider sitting in a twenty-five foot boat) but no problem. About twenty minutes later, the lights went out. For the likes of me, I don't know where that big old black cloud came from, but it was there and the wind and waves to match it. The waves were twenty foot or better. I thought it was time to instruct the crew. After we had taken a couple of big waves, we all put on the life jackets. It was so bad we had to reverse course and keep the bow into the wind. I could only hope for the wind to die a little. About 2-1/2 hours of pitching and rolling the waves spread out so that we could change course and head back toward Cholla. Betty, our club radio operator, God Bless her, was in close contact at all times. After I had changed course the first time and run at 1000 RPMs for 2-1/2 hours, where we were, your guess was as good as mine. All the familiar land marks were all socked in. Figuring I had been going southeast for 2-1/2 hours, I headed her back on 60 degrees straining my eyeballs for some kind of land marks.

Three hours later 1000 plus rollie coasters, old Pelican mountain came into view. Believe me just seeing that mountain was like setting on the trailer (I thought) but darkness came quick and another bad situation. Although I knew the direction we were to head. You could not see those big rollers. Up and down, down and around. It was pretty hard to just hold onto the wheel.

Before dark, I had talked to my old buddie, Bob Pennington and made arrangements for him to fire flares every 15 minutes so that I could keep my direction. One half hour after dark I could see the lights on Rock Point. From this location I knew I was too far south, so I headed due north till the lights of Rocky Point went behind Pelican moun-

tain. The problem now was that I could see all kinds of lights and I had to be sure to clear the rocks on Pelican Point. Finally the red light and blue light on our radio station were in sight. All I had to do was to line the two lights and was home free. Believe me it isn't an easy job to put an inboard on the trailer in 3 to 4 foot waves at the launching ramp.

After all is said and done, after fishing in this area for the past twenty years, I have not ever experienced such a day.

I was told to sell my radio and buy a new one because my transmission was so bad and broken up. To tell the truth, I don't know if I was so excited (plain scared) or if my airial was up water most of the time. You can bet your sweet biffie that I'll have it checked.

In all seriousness, I would like to thank all you fine people that were concerned and to that Man upstairs.

My crew were the best, they didn't argue with the skipper once. There will be a lot of sand bugging in the Parnell family before we head for the big water again.

Bob Parnell & family

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CLUB MEMBERS



By MEL JARVIS

Now that the Derby is over, and I say that with crossed fingers as this is going to press before I know for sure, and this is the third time around, although they say the third time is the charm or something like that and I have the feeling we are going to have good weather, good fishing, and good beans at the fish fry.

As this is the last Chatter of the year, this Spark and Sputter will be short and just a little of this and that.

You guys running Merc I/Os, a very big NO-NO is running the engine without water to the water pump, it only takes a few seconds to damage the pump. This is true for any marine engine of course, but it's really a NO-NO on the Merc's.

If your skipper told you to "Belay the Dinghy Painter to the Taffrail" would you know what to do? Sure you would. Belay (moor or til) the dinghy (small

boat) to the taffrail (the railing around the stern or back of boat) with the painter (rope or line that is used to til or moor the dinghy). Now, isn't that something you always wanted to know?

I hope everyone is making good use of the grease fitting behind the red nut on the O. M. C. outdrives. Many of the older I/Os are starting to have heating problems. If the water pump is O.K., then usually it's a partly plugged cooling system and in most cases it's the exhaust manifolds exhaust elbows. They can be cleaned, but care must be taken to make sure there are no holes showing through the exhaust tubes into the water jacket of the manifolds (or one caused by cleaning). This would allow water to enter the engine, also would prevent the water pump from pumping because of the entering the cooling system. The manifolds can be pressure tested.

When was the last time you checked your battery water? or cleaned the battery cables and battery posts, this is very important if you have radio or depth finders aboard, you need all the voltage you can get so clean battery posts and cables are important.

I'm wishing you all a very Merry and Happy Holidays and hope you have a trouble-free 1973.

Would you believe ???

This is a story that is true; it happened to me. I hope that you will read it and learn by my foolish mistakes.

I had been to Cholla Bay many times in the past, always camping on Sandy Beach, and I've always had a four wheel drive vehicle. I had a Wagoner that was too heavy. It was fine for the high beach, but would not go on the soft ground up sea shells next to the high tide line, so I never ventured far from camp in it. I used to watch the sand buggies and jeeps run up and down the beach and wished that I could join them, so a couple of years ago, I bought a small jeep. I installed an overgrown V8 motor hooked that to my camp trailer and headed for the Bay. My wife, another couple and their small daughter were to join me the next day.

Arriving at the Bay about noon, I set up camp, jumped in my jeep and decided to see what it would do. To my astonishment, it performed beyond my wildest dreams. I could drive over the soft high sand and could barely discern the tracks that my Gates Super Trac tires left. I also could go on the soft crushed sea shells

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with very little trouble, and that was just in 2 wheel drive. That same evening about 4:00, I drove down the beach to Rocky Point and went into town to look around. Now that I was armed with the ability to go where I wanted without the fear of getting stuck. I drove down a soft sandy road by the welding shop and found to my surprise another beach to the left of Rocky Point. Being a man with a very adventuresome spirit, I tried my new jeep out on that beach also. To start with, the beach was soft but in a couple of miles the sand got hard, flat and smooth. With not another track in sight, I felt free and wild and could not fight the urge to keep going. I stepped up the speed to about 50 and drove for what seemed like an hour, but it was only about 15 minutes. Then all at once the shore was a vast plain of water washed sand with a pile of

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volcanic rock about a mile to my right and a big sand mountain to my left.

Again, my spirit of adventure took over and after all I did come to try my new Jeep out. I turned to the left, reached for second gear, pulled it in 4 wheel drive, pressed the go pedal and held on. The engine was strong, the traction was good and the driver was amazed, also a little whiter than usual.

From my perch on top of this mountain, I could see that I was on the edge of an estuary, so I decided to explore this to the fullest. I went off the back side of the sand dune and continued around the shore of the estuary. About a mile from the mountain I ran up a smaller sand dune and to my surprise, I saw an old 2 masted sailing ship on the other side of the estuary. I proceeded to cross the estuary where I encountered a stream of running water, about 10 to 12 feet wide. It didn't look deep or soft

so I put my jeep in 4 wheel drive and inched ahead. When the front wheels dropped only about a foot on entering the water, I went on across and came out right at the stern of the huge old grounded ship. I looked around a while admiring the way the old ship resembled an expensive picture. I also asked a lot of silent questions about what had happened and wondered about its origin. About 6:00 I jumped back in my jeep, took it out of 4 wheel drive and headed down that side of the estuary. I went about 200 yards when I lost traction with the rear wheels and dug a hole. I then calmly put it in 4 wheel drive, let out on the clutch and to my surprise the front wheels sank into the sand. I jumped out only to find I was sitting in a pond of quick sand. My heart sank as I looked around me to find I was all alone in this strange place with the sun setting over the ocean. Immediately I got my copping hoist, chain, and sho-

Betty Capen - Chatter reporter Phoenix, as well as Chatter Editor. It is hard to put into words the job she did. Well done, Betty.

Claude Coker - Door Prize, whom Al Scott should never forget for providing him with so many varied prizes, and Al Scott, Publicity, whose efforts gave the club much needed publicity in the news media and tried to keep the public informed of the club's activities, and Hildegard Erkert, who accepted Coffee and Refreshment Chairman after Ruth Laporte moved to Correspondence, and provided our members with excellent service and goodies.

To all of these, I thank you. Without your help I could not have survived this past year. And last but certainly not least,

a special heartfelt thanks to all the willing member workers that I have not mentioned before. As I've said before it is the membership that makes the club successful; without them, there is no chapter, so - - - again thank you and I hope you provide your next president the same if not more support.

A very special thanks to my wife and family who contended with my varied moods and tremendous amount of telephone conversation.

All in all it was a progressive year. We had our successes, and our failures, but neither without making them learning experiences. If we can profit from this, then the club will always move forward.

See you at the Bay,
Dick Allyn

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vel out of the jeep, took the spare tire off the back. I dug a hole in the smelly muck, that filled almost as fast as I dug and buried the tire and hooked the chain in the middle of it. Then I hooked the hoist to the bumper of the jeep and as I cranked the hoist the jeep started out of the hole. Just before it came clear the tire pulled out of the muck and the jeep fell back in the hole, which was much softer now because that is the way quick sand gets when it is disturbed. I tried and tried to get the hoist to work but the sand kept getting softer. The spare tire would just float to the top of the pond of muddy salt water it was in. It was about 8:00 p. m. now, pitch black out, no moon and the water that was filling the estuary was about 20 feet from the jeep and no hope of getting it out. So dog tired, covered with mud and broken hearted, I was left with only one alternative... walk back for help.

So a little after 8:00 p. m., I grabbed my binoculars and my gallon thermos jug and left my shiny, helpless, little, green jeep, knowing the tide was bound to cover it and started out to find a way back to my trailer. As I had never been in this area before, I didn't know how the land was layed out, so I started walking away from the water. It led to a steep embankment. After climbing that, I found a trail, so I turned left which headed me toward Rocky Point beacon. Soon the trail got so faint I could just barely make it out in the dark, when the trail started heading away from the beacon, I decided to go across country. I didn't know that the little bushes made mounds of sand around the bottom of them, making it hard to walk because you could not see at all without the trail. Then all at once my hair stood up on end because I heard the sound that I had heard only a few times in the past and

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had never heard in the dark and hope I never do again. It was melodious buzz of a fairly large rattle snake that sounded like thunder in the tomb like blackness. I ran straight toward the path and never once after that strayed from the little white trail wandering through the black bushes. As the hours wore on, I just kept in mind that a trail goes from somewhere to somewhere so I kept walking. Finally I came on to a railroad track that relieved me because one end of it headed right toward the beacon. After an hour or so, I found that a road paralleled the tracks so I went to walk on it and found that it was so soft that the tracks were easier to walk on. Another hour passed when across the field to my right two sets of car lights began to come toward me. I went back to the road to flag them down and as they were approaching me I realized that they were on a road about fifty yards away from the one I was on. I ran and screamed but to no avail. They buzzed on by about twenty yards away. Through my binoculars I could make out the turn off to Choya Bay so I started across country. The land was more flat and white here. I could see the scattered bushes here if I strained my eyes. I walked about forty-five minutes when to my left a pack

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of dogs picked up my scent and started to bay. They began to close in on me from about four hundred yards away. I picked up my pace, as the dogs grew nearer, I selected a few large throwing rocks, stuffed them in my pocket and kept on going. At that time I was sure glad that I had my combat boots on. The dogs were not more than fifty yards from me when I came to a dump. I went around and around some old car bodies, through some freshly dumped garbage, and then as the dogs entered the dump at exactly the same place where I did, I started throwing the rocks up wind. One of them hit an old car and the dogs went wild and headed for the noise. I snuck out the down wind side of the dump at a greatly increased speed. The dogs never regained my trail. Within thirty minutes, I reached the highway and the turn off.

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CLUB MEMBER

It was after 2:00 a. m. so not much traffic was on the road. I walked about half way to the big gate when a car came along and was kind enough to give me a lift to Sandy Beach turn off, where it was easy going to my trailer. It was after 3:00 a. m. now. I flopped on the bed in great pain. I found out later the distance I had walked was twenty-three and a half miles, not counting the ride I got at the end.

I was up at 6:30 a. m. My friends and wife arrived at about 9:00 a. m. Now with a truck to travel in, I thought that everything would be O.K. My friend headed out to see if there was a road going to where I had left my jeep more than fourteen hours ago.

We tried to go down one road and found it too soft to try in a hard tired pickup. We turned back and went to town to see if we could get aid from a Mexican who knew the area. We went to a garage that had a big wrecker truck with fat tires made for beach rescue. He spoke very little English, in fact only about

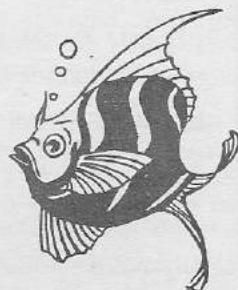
two words and I the same with Spanish. We found an interpreter and he said he wanted \$100.00 to go out there and pull my jeep out. He said he would go as soon as he could, which turned out to be after he closed his shop that night after dark. It took about an hour to get there in the old wrecker. By then it was dark again. I stumbled down the steep embankment with two Mexicans right behind me. I headed for where I had left the jeep. When I got to where I thought the jeep should be, I couldn't see it. When the driver caught up with me, he turned on a flashlight he brought with him. Then we could see four holes in the sand where the jeep had been stuck and the hole where the spare had been buried. Even the hoist and chain were gone. Again my heart sank. Then I headed for the beach where I came on to the jeep's tracks, where I knew I had not been. I decided to follow tracks that led toward the old ship and as I approached I could see the top of the jeep, silhouetted against the sky and heard voices. One of

them yelled to us in Spanish. The Mexican with me answered; then the voice said, "Sorry I don't speak Spanish very well, because I am an American." I said that was O.K., that I didn't either. He said "You must be Jerry, I think I have something that belongs to you." I answered, "If it was green with a white top I think you're right." I gave the Mexican \$20.00 and they left. I learned that there were four men and one woman with the jeep. The older man was Carl Ludwig, who owned the ship and had come to do some more salvage work on salvage work on the boat. I asked if the jeep had gone under water. It had, but only once. They had pulled all the plugs out of the gear boxes, gastanks and engine and let the water run out, without letting the oil or gas run out. They even had all the lures in my tackel box hanging on the line to dry.

I was feeling pretty low until the next morning when I looked around me and saw more than \$100,000.00 worth of machines, generator and implements laying around me, all rusted and useless. But that is another sad story, the story of a man's dreams that ended up scattered across a deserted beach.

I have related this story to you and would like to let you know that, that trip eventually cost me a transmission, a transfer case and many trifling things to the tune of about \$400.00. So please if you want to take a beach ride in your beach car and are new at the game or just need to have a buddy car, come to cabin 370 on Pinto Point or flag down the little green jeep with the big cautious looking driver, and I will be more than happy to go with you or give you information about the beach from El Gulfo to Desemboque.

Jerry Baker
Cabin 370
Cholla Bay





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By Mel Jarvis

By the time you read this, it will nearly be the end of 1972, and all of us on Search and Rescue wish all of you the Happiest and Safest boating in the coming year.

We know you will have everything shipshape, with adequate equipment on board for Cholla fishing, that your First Aid Kit is restocked, and you know how to use what you carry.

Of course, you have gone over your Spare Parts Kit, and replaced what you've used and what has been ruined by sea water or salt air. That your Tool Kit is all checked over and the tools replaced that your teenager used to work over the Buggy, or that you loaned to

a friend and forgot to get back.

Someone said they saw you going over your ground tackle, your anchor and anchor line, even said you replaced that one anchor line that was so worn out where you used it to tow your Buddy Boat in last month, and it got hung up in your prop.

We sure hope you check your fire extinguishers out, you didn't have to use them last year but they still should be tested. Not using them for long intervals can cause your extinguisher to cake or lost its charge, and that old carbon tetrachloride extinguisher you've carried so long, should be heaved overboard. They outlawed them in 1958, they are of the toxic vaporizing liquid type and should not be used because they give off a toxic vapor and could be dangerous in a boat, cabin or compartment.

We'll see you in 73 and hope you have another year of safe boating and great fishing at the Bay.

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Merry Christmas - Mexican Style

A Mexican Christmas differs from a United States Christmas in various ways. Genuine enjoyment of holidays for the sake of holidays prevails. Anyone expressing the slightest interest is most welcome to join the festivities.

Decorations are profuse, imaginative, naive, ingenious and even startling. Conventional teams of reindeer, revolving mechanical Santas and fairy tales abound.

Each region has its special way of celebration but throughout Mexico there are three staples of the season: The pinata parties for children, the ceremony of posada, and the midnight Mass, accompanied by fire crackers, in every church on Christmas Eve.

The pinata, a clay pot filled with candies, nuts and goodies is decorated to resemble an animal, star, human, fish, etc.

a posada is an Andalusian custom now forgotten in the region of its origin, but transformed by Mexicans into a delightful re-enactment of the Holy Family begging for a place to rest so that the Child can be born. Every Inn, hotel, motel, restaurant, village, association and community holds a posada. The participating children divide into two groups. Those outside sing, "Yo pido posada," (I beg for rest) and those inside refuse, for "there is no room at the inn." The outsiders then sing lustfully "Yo soy

cansada," (I am tired) and the insiders begin to dicker until finally admittance is granted. The children are rewarded for their performance with cakes and candies. It will be no surprise to the tourist that many inns in Mexico are called posadas - place of rest.

In Mexico, as everywhere, Christmas has its special foods. There is a feast of sweets - honey cakes, cocoanut and ginger cookies and chocolate in all forms. Turkey appears with a spiced chocolate sauce. Meat-lovers will discover carne asado, a thin strip of tender beef grilled or charcoal-broiled and enjoyed at Christmas time with a seasonally brewed beer called Noche Buena.



SANDCAST CANDLE

First, get all your items together such as box, sand, parafine, crayons to color your parafine, wick and your mold. Dampen the sand in the box, then press your mold into the sand until it is nice and firm. Remove the mold and set your wick. Pour the parafine which has been melted and colored into the mold. When the parafine sets, push the sand away and remove from the sand. Now brush the loose sand from the candle with a soft paint brush and spray with plastic or varnish spray.

You can use your last years candles and proceed in the same manner. It's a lot of fun to experiment with different forms and colors. Also, one can scent the candles with pine oil. Only one word caution. Parafine gets very hot so be careful when you are melting and pouring.

A man who had been out fishing for hours without a nibble started nipping at a bottle of whiskey to console himself. By late afternoon, he was loaded. As he was coming back to the dock, a big fish leaped out of the water and landed in the boat. The fisherman seized it and threw it back into the water.

"If you ain't gonna bite," he growled, "you sure ain't gonna ride!"



Shrimp Thermidor

3/4 lb. cooked, peeled, cleaned shrimp

1 can (4 oz.) mushroom stems and pieces--drained

1/4 cup butter or other fat, melted

1/4 cup flour

1 teaspoon Worcestershire sauce

1/2 teaspoon mustard

1/4 teaspoon salt

Dash cayenne pepper

2 cups milk

1/2 cup pitted ripe olives, sliced crosswise

Grated Parmesan cheese

Paprika

If large shrimp are used, cut in pieces. Fry mushrooms in butter for five minutes. Blend in flour and seasonings. Add milk gradually and cook until thick, stirring constantly. Add olives and shrimp. Place in 6 well-greased individual shells or 5-oz. custard cups. Sprinkle with cheese and paprika. Bake in a hot oven, 400° F., for 10 to 15 minutes or until cheese browns. Serves 6.

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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

CHOLLA BAY - SPORTSMAN CLUB
 Search and Rescue Unit
 Boat Identification and Equipment List

Owners Name		
Address	City	State
Telephone	Cholla Cabin #	Do you camp?

Boat Name, Make and Type		
Size and Color	AZ - No.	
Engine Size and Make	O/B <input type="checkbox"/>	I/O <input type="checkbox"/>
Radio	CB <input type="checkbox"/>	Marine <input type="checkbox"/> Other

1	Anchor		12	Emergency Water			
2	Anchor - line ft.		13	Emergency Food			
3	Life Jackets - Number		14	Extra Battery			
4	Spotlight		15	Kicker Motor			
5	Day Flares		16	Spare Parts Kit			
6	Night Flares		17	Fuel Capacity - Gallons			
7	Day Smoke		18	Fire Extinguisher			
8	Die Marker		19	Depth Finder			
9	Sea Anchor		20	Flashlight			
10	Compass		21	First Aid Kit			
11	Distress Flag		22				

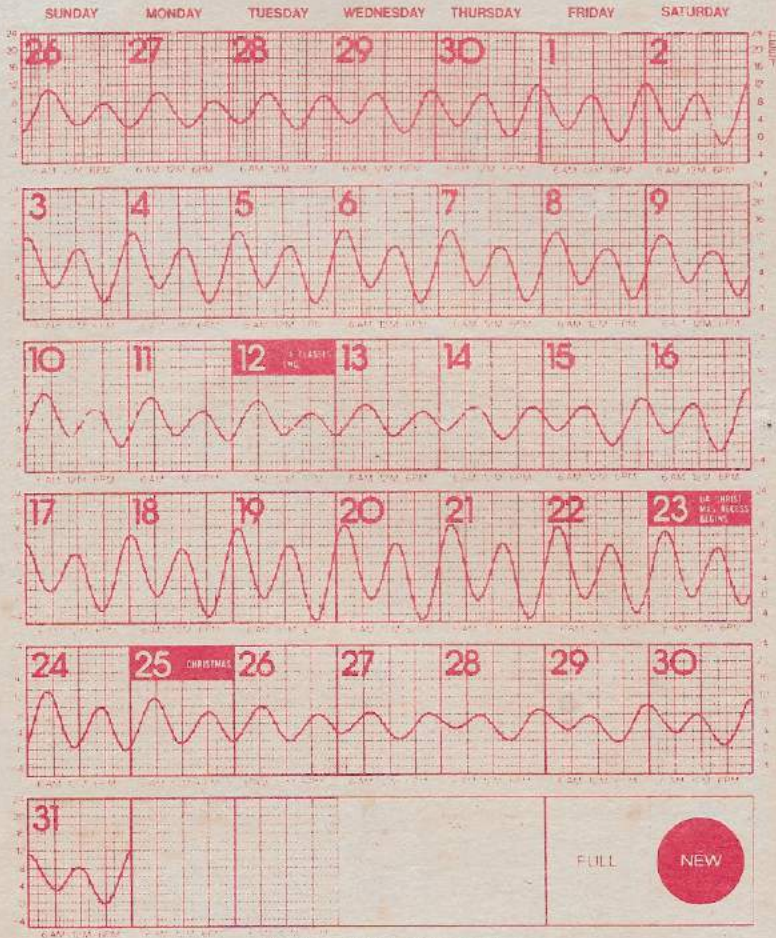
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