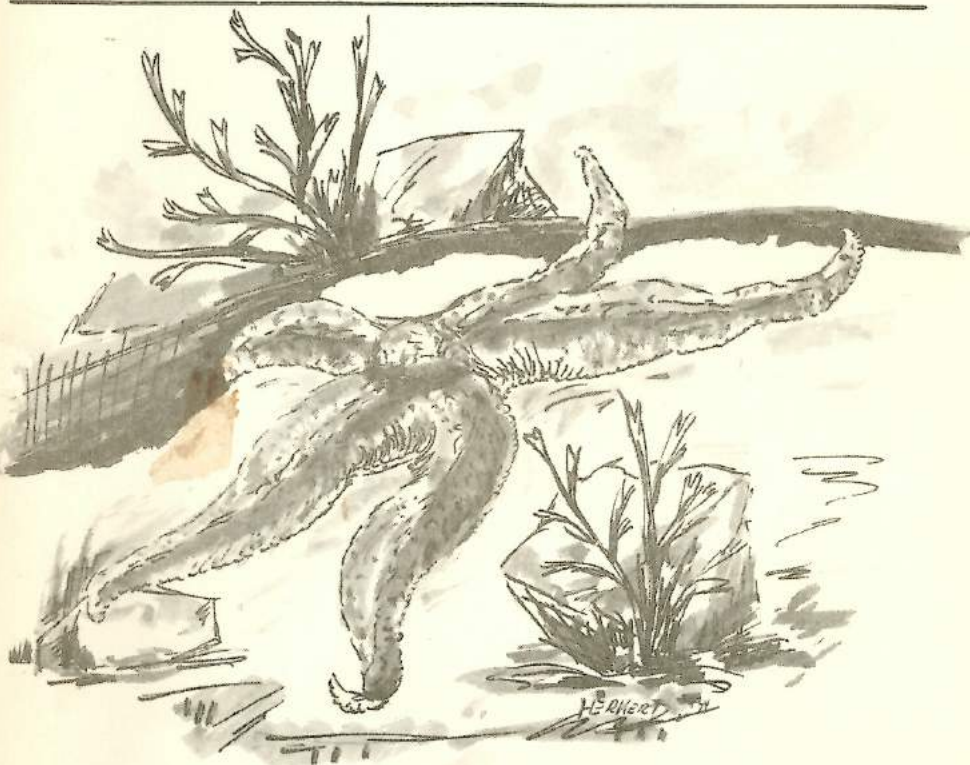


OFFICIAL PUBLICATION OF THE CHOLLA BAY SPORTSMEN'S CLUB

VOLUME 18, NUMBER 1

JANUARY 1975



HAPPY NEW YEAR

CHOLLA CHATTER

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

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People keep asking for reprints of these two delightful pieces, so here we go again...

*The Legend
of the Sand Dollar*

There's a pretty little legend
That I would like to tell
Of the birth and death of Jesus
Found in this lovely shell.

If you examine closely,
You'll see that you find here
Four nail holes and a fifth one
Made by a Roman's spear.

On one side the Easter lily,
Its center is the star
That appeared unto the shepherds
And led them from afar.

The Christmas poinsettia
Etched on the other side
Reminds us of His birthday,
Our happy Christmastide.

Now break the center open
And here you will release
The five white doves awaiting
To spread Good Will and Peace.

This simple little symbol,
Christ left for you and me
To help us spread His Gospel
Through all eternity.

AN APOLOGY

I want to take this opportunity to apologize to Mr. Brown and Company for the statement made in the December issue of the Chatter. It was, indeed, in questionable taste...

Susie Bos, Editor

*Stars
of the
Sea*



Have you seen a starfish
Lying in the sand,
And as you held him by his leg
He left it in your hand?

He will hardly miss it,
For you know what he will do,
He'll grow a new one in the place
Of the one he left with you.

But how he loves his oysters!
To him they are the best,
He wraps himself about them
And smothers them to death.

There he sits and has a feast
On food fit for a king,
He doesn't have to worry
Or think about a thing.

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From the desk of Bob Bos...

Here it is the end of another year – our new officers have been elected and all are very qualified.

To the new President, Pete Scott, I wish much success and at least as much pleasure as I have had.

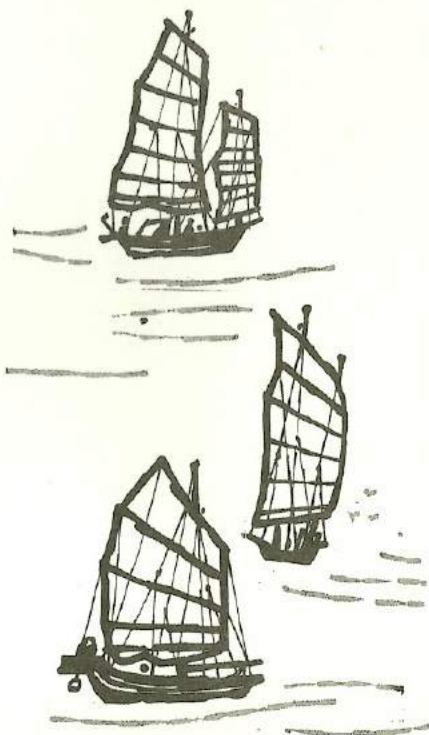
I wish to thank all the officers and committeemen who have served with me. Because without their cooperation and assistance the many things we have accomplished this year just wouldn't have been possible.

To the Phoenix members I send thanks for their hospitality when we attend their meetings. And appreciation for their returning the favor by attending Tucson meetings. I hope this exchange of friendship and hospitality will continue in the future.

There were two people, not on the executive board, whom I called upon many times for advice – I guess you

could call them "presidential advisors" – and to whom I wish to express special thanks: Bob Morris and Chris Tatum. Thanks, guys!

And thanks, everyone... for everything.



When in Mexico,
**Carry your Mexican
 Insurance Policy**
at all times.

The Listening Sea Shell

By Mary Fran Taylor

Our new officers in the Phoenix Chapter stand as follows:

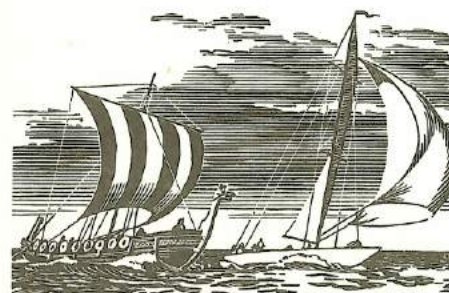
President – Mel Jarvis
 Vice President – Don La Porte
 Secretary – Adele Seyk
 Treasurer – Charlotte Giebelhaus
 Board –

Ray Hemphill, Walter Hohlstein, Bob Parnell, Bill Pearson, Bob Pennington.

Have enjoyed reporting for the Phoenix Chapter... Some one will replace me. Bear with me though, as I still plan on sending news from Cholla, and articles of interest.

See you at the Bay...

Mary Fran Taylor



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By Mel Jarvis

By the time you read this we will already have started into the new year.

The boys in Search & Rescue would like to thank all who extended their help to Search & Rescue, and their fellow fishermen.

We had a pretty good year, also a close call or two; but think what it could have been without Buddy boating, a good radio and operator, and your Search & Rescue team.

With it being a new year, we can do it all over again, only this year let's try to leave out the close calls, the tow-ins, etc., etc. We can dream, can't we?

This coming year is going to be one

to watch. The past few years we have had the good fortune to always have lots of boats on the reefs, most of the weekends, and this coming year this may not be true. Also with the high price of gas in Mexico, we will be getting by with less gas in the tanks, with the idea of only fishing in close and then forgetting and over-extending our range.

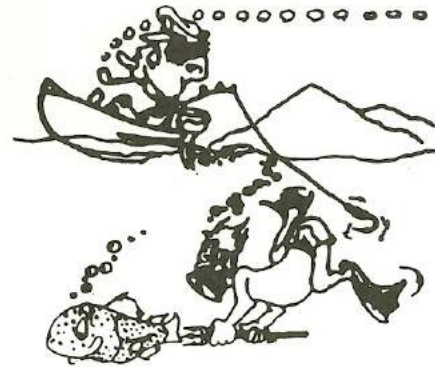
Also this coming year, the buddy boat is going to be more important than ever. When you stop to think about it, the Cholla reef hopper probably covers more open water, further from land, in one day, than most any other Mexican port I know of in the northern end of the Sea of Cortez.

So buddy up and gas up - it's going to be a good fishing year ...

Safe boating.



TUCSON SCUTTLEBUTT



By Susie Bos

To those under the weather, we wish a speedy recovery. Betty Barker is home from open heart surgery. She wants to thank all who sent cards and flowers.

It seems that some days don't pay to get out of bed. The 30th of November was one of those days. As the baseball game ended at 13 to 4, the score was not in our favor. Maybe next time. Everyone who played or watched had fun ... look out for us next time, we just may win.

Our Potluck was just great. All that delicious food! Our girls sure know how to cook. Our guests from Phoenix

enjoyed themselves ... Lew Frazier, Bob and Mildred Parnell, Don and Verlene Barber, Bill Pearson and Carol. After the meeting they showed their slides taken on their trip last summer ... the story of which ends in this issue of the Chatter.

Door prizes as usual: the life ring was won by Lila Erickson; Joy Cooley won Santa; and there was a mystery box that Don Barber ended up with.

CONTINUED ON PAGE 9



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By Mel Jarvis

If there was ever a time at Cholla that you could back off your trailer and head for the reefs at full throttle, it was three days following Thanksgiving weekend. You just wouldn't believe it, so smooth, the Debbie J really turned on. For a short time when we went off the trailer she started losing R.P.M.s. Then she would push them up again. After this routine went on for awhile, she came up to full R.P.M.s and stayed there.

After thinking this over while heading out of the Bay and heading for that old reef, I couldn't remember putting my usual can of gas additive into the full tanks last time I filled them and I hadn't run the engine for some time, so it took a while for the engine to burn up the small amount of fuel in the carburetor and fuel lines and any water that collected in the bottom of the fuel tank.

Point one ... Run your engine as often as possible even if it's on the trailer in the boat house.

Point two... Use some type of fuel additive in your tanks if your rig is spending more time on the trailer now. With the rising cost of gasoline it's important to keep the engine well tuned and a good prop that's pitched right and a clean bottom.

Don't forget to grease behind the red button, if you have an O.M.C. outdrive.

Clean out the small water drain hole in the outdrive, if you have a Mercury.

Keep the gear lube very clean in the outdrive if you have a Volvo drive.

Happy boating ...



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TUCSON SCUTTLEBUTT, CONTINUED FROM PAGE 7

Now the children at the orphanage in Sonoyta will have a better Christmas thanks to all of you who care.

We want to thank Payless Nurseries, at First Ave. and Grant Road, for the six Poinsettia plants they donated for the door prizes. They sure brightened things up at the meeting. And they were won by Bob Bos, Blair Saylor, Pat Watson, Anne Faulkenberg, Daisy Tatum and Chrisy Scott. Also, Ed Ritzer won W-D-40 and Mary Clausen won the "booby" prize.

Everyone had a very interesting

evening.

The new officers for next year are:

President - Pete Scott
Vice President - Gordon Erickson
Secretary - Mary Brown
Treasurer - Harry Barker

And the Board Members are:

Bob Bos, Bill Brown, Bob Courtright and Chris Tatum.

We had a great year and sure look forward to a grand year ahead.

Wish you all the Best of '75...



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impressions of the baja voyage

Excerpts from a 45-page manuscript... CONCLUSION

Having arranged for gas to be delivered to us at San Francisquito Bay, we anchored there. The truck with the gas drove up... and we proceeded to fill all the boats, empty cans, etc. - 400 gallons in all, at a total cost of \$265.00 including tip.

JUNE 3 (Monday) - The whole flotilla was, without question, high and dry. The only night on the entire trip that we have stayed tied together in a harbor while at anchor. The two boats at the ends hadn't flopped much, but the ones in the middle were all leaning in one direction or the other. The shift threw Joe out of his bunk bed and he ended up on the floor of the cabin wondering what happened. The men have decided that since we have to wait for the tide they may as well check over the engines and props. Bob is going to overhaul his outdrives but needs a shovel to dig a shallow basin in the sand so he can lower the units. None of us carries a shovel but Bob spots a man on shore who had been sleeping in the back of his 4-wheel drive rig. The man seems to be stretching and waking up so Bob goes over to ask if the man has a shovel that Bob might borrow. The man politely listened to the request, got one look at the condition of our boats and burst out laughing. He must have thought Bob planned on digging a channel to free the boats and thought it hilariously funny. He loaned the shovel though.

The younger generation was having a time for themselves, collecting all kinds of starfish, driftwood, rock oyster formations, etc. Don't know what Michelle and Nancy were planning to do with all the varieties of starfish, but they sure had Joe and Harvey overturning rocks like mad. Verlene collected some beautiful specimens of sea urchins. Someone at Cholla had told her that if you pour enough Tequila over specimens of starfish or sea urchins to just cover them lying flat in a pan, and leave them that way for a few hours before pouring off the broth, the specimens would be preserved indefinitely. She decided to try that method but couldn't find any tequila; so she experimented with the next best thing - Bill's vodka. Probably neither the specimens nor Bill will ever recover from that idea.

The tide finally came in and some of the boats went fishing, all have anchored further out. Don mentioned that "Dondos" had run into a 12-foot patch of middle-sized rays when they were out. Said it looked like a patch of mud at first, but they pulled out of there in a hurry when they realized what they had gotten into.

Stayed up to watch the full moon reflect on the water. It's a gorgeous night again; it's so bright you can even see the rocks reflected, the only disturbance is the mullet jumping in the water. There are eight boats anchored here tonight - our five, one other American and two Mexican boats. Very popular spot.

BY RUTH LA PORTE

PART V: RETURN TO CHOLLA BAY

JUNE 4 (Tuesday) - By 7:00 a.m. all boats are underway. Rounded the north point of San Francisquito Bay ten minutes later. Horizon to the east is hazy this morning but the water is glassy. Whales spouting in the distance on the starboard side. Seals surfacing and diving. Chain of islands also in the distance on starboard. Shoreline is barren rock and sheer cliffs - very remote. No day for sailboats - too calm. Soon the tide comes in, producing white caps ahead of us, and it gets very rough. Think we have hit seaweed again. Later the seas are quite rough, 2 to 3-foot swells. It's not as bad as our passage on Memorial Day but is a far cry from being a smooth trip, Bill has translated its very appropriate name, "Canal de Salsipuedes," to "Get out if you can."

Still heading toward Bahia de Los Angeles, with Smith Island on our port side so we do have some protection from the rock sides. Sighted tiny Mexican fishing boat hugging the shore. Water spraying up from our wakes so white against the deep blue of the sea. I think real sailors call it spindrift - a pretty name for a very pretty sight.

At Bahia Los Angeles we refuel the empty cans, etc. 180 gallons at 82c a gallon. A different kind of jellyfish is all over the water today. Then off again... going through the slot. Tide is on its way out. We can see the upside down ice cream cone in the distance, that distinguishes the west side of Angel Island. "Pelican" trolling again, some of the others too. Then out of the channel and heading for the same cove where we anchored at Puerto Refugio. Whales still blowing in the distance.

Millions of jellyfish in the water at our anchorage in Puerto Refugio. Those that have become beached look like sequins on the sand. There is a boil of tiny fish all around, like the patter of raindrops when they disturb the surface of the water. The water is so clear you can see a sand shark burying itself in the sand and see the outline of a ray which was already completely covered. All four other boats are still fishing. The sounds of seals barking comes so clear across the still water. The beacon is still not working, guess they don't check it too often..

Again tonight it was beautifully still with the full moon lighting everything up like day. You can even see fish jumping all around. The seals have ended their chorus for the night.

JUNE 5 (Wednesday) - Everybody moving out. I never fail to thrill at the sight of all the boats running in formation. Claude is flying the Coast Guard Ensign. So far the tide is just right, helping us pick up speed. That smooth water didn't last very long. Soon we're hitting 2 to 3-foot swells. Continuous rhythm of picking up speed and slowing down. A few porpoise gracefully diving on our port side. We had been getting a vicious cross chop almost since we left Puerto Refugio; the men estimated we were making about 21 miles per hour. It's apparently what they call a following sea. The boat felt like it was being cupped and held high on the crest of the waves before plunging into the holes. A weird sensation.

By mid-morning the roughness had eased up slightly. Sighted land to our starboard. Puerto Penasco should be about 52 miles further on. It was white capping a little and getting sloppy - none of the boats were having an easy time of it. Then spotted Bird Island off in the distance. Getting sloppy again. Then engine trouble in "CJ"...we had all wanted to come into Cholla together, flying our colors, but it was not meant to be. We limp slowly into Cholla, rounding the point, and finding the trailer is in the water waiting for us. Bill slowed way down and opened both hatches so he could see to center for the trailer. The moment the front hatch was opened, out went our tentative schedule for our trip to Baja. The wind caught it and its plastic cover was fluttering slowly as if to wave goodbye as it settled in the water.

That evening, eight of us had a last dinner together at "The Colonial" in Puerto Penasco. Had a lot of laughs over our experiences, with different explanations of just what had happened on the various boats under different circumstances. It will be interesting to compare logs. Don Barber said the "Dondos" has a record of 70 running hours for the total trip, My figures are about half that, but I have counted only the actual time of running between ports - 680 - miles - and no fishing time.

This has been some trip! We'll all have a lot to talk about for some time to come. It is hoped that we will all be able to continue on South at some future date. Vaya con Dios, Amigos. ■

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Reader sends in recipe...

One of the Chatter's more constant readers and an active CBSC members has submitted the following recipe for your eating pleasure. He found it in the IBEW (International Brotherhood of Electrical Workers) Journal, Vol. 73, No.1, January 1974. Happy crabbing ...!

DEVILED CRAB

- | | |
|---------------------------------|--------------------------------|
| 1 pound crab meat | ½ teaspoon salt |
| 2 tablespoons chopped onion | 3 drops Tabasco |
| 2 tablespoons melted fat or oil | Dash pepper |
| 2 tablespoons flour | Dash cayenne pepper |
| ¾ cup milk | 1 egg, beaten |
| 1 tablespoon lemon juice | 1 tablespoon chopped parsley |
| 1½ teaspoons powdered mustard | 1 tablespoon melted fat or oil |
| 1 teaspoon Worcestershire sauce | ¼ cup dry bread crumbs |

Remove any remaining shell of cartilage from the crab meat. Cook onion in fat until tender. Blend in flour. Add milk gradually and cook until thick, stirring constantly. Add lemon juice and seasonings. Stir a little of the hot sauce into the egg; add to remaining sauce, stirring constantly. Add parsley and crab meat; blend well. Place in six well-greased, individual shells or five-ounce custard cups. Combine fat and crumbs; sprinkle over top of each shell. Bake in a moderate oven, 350° F., for 20 minutes, or until brown. Serves six.



When in Mexico

Carry Your Boat Permits and Your Fishing Licenses on your boat at all times... This is a MUST.

Some Good Advice...

By Doug and Lee Cashion

A number of people have asked us how to go about bringing an engine across the Border... because they knew we planned to do just that. We will relate our recent experience.

First, we saw the Customs Broker, Marco Antonio Ynclan, whose office is in the cluster of small buildings where insurance is sold. He took us to the Chief Aduana, Alexandrio Montero Muniz, who was very helpful. He speaks no English, but he understood our "Spanglish."

He gave his O.K.; then the broker, Senor Antonio, checked the serial number of the engine, filled out the papers, got them stamped and signed by the Aduana. Our total cost was \$25.00 for the broker's fee, and we are legal with our engine in Mexico.

We were treated very well and we appreciated the assistance we received from these gentlemen.



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About Shrimp...



The shrimp is a crustacean, a relative of crabs and lobsters. Like the crab, the shrimp wears his bones on the outside and has to shed the whole bit when he wants to grow. Fortunately, the shrimp seems to grow as well as he does anything, shooting up to as much as six inches in length in a year.

Prawns which are not shrimp but are of the same immediate family, only larger, grow even more spectacularly than shrimp. In Western Australia's Shark Bay, tiger prawns up to ten inches long are caught for the export market.

In this country, the little shrimp is the foundation for a one-hundred-million-dollar industry. United States shrimp boats landed 312.2 million pounds of shrimp in 1967, making this country the shrimp-eating champion of the world, followed by India, Japan, Mexico, Brazil, Thailand, West Germany, Pakistan, and the Netherlands.

Reprinted from the Beachcomber's Handbook by Hugh Zachary and the Sternwheeler Gazette, Santa Ana, California.



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It should be noted that 2670 KC is exclusively a Coast Guard frequency, and the Coast Guard only permits owners of small craft to communicate with Coast Guard operating units on that frequency when IN DISTRESS or need assistance. However, calls on 2182 KC are NOT necessarily limited to Distress Calls. All major Coast Guard operating units are equipped to communicate on 2182. Coast Guard operating units maintain continuous radio guards.

When calling the Coast Guard it is recommended that you call: "COAST GUARD," this is - (name of your vessel) - call letter - and description of your trouble, your position, course, speed, type of assistance desired, such as removal of person(s) in danger, tow to nearest safe anchorage, etc. The unit hearing your call will answer. Due to skip conditions you may be heard by a station in an area some distance from your location, but action will be just as prompt as though it were answered by the nearest station to you.

Coast Guard units may NOT furnish weather, sea, "radio chocks," or bar conditions by radio, but may furnish this information by telephone or other means upon request.

Information as to the location of Coast Guard stations can be obtained from your Coast Guard District Communications Office. It would be interesting for you to check on the various activities of the Coast Guard Auxiliary in your area. This is an organization composed of private boatmen, that works closely with the United States Coast Guard. As a member of this organization you will have the opportunity to learn exactly how the Coast Guard operates as well as learn a great deal about boating.

Marine Operator Service:

One of the most useful services offered in marine radio is that of the marine opera-

CONTINUED ON PAGE 17

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Manuel Vasquez



Now that the Christmas or New Year's ham is beginning to look like it has seen better days, it's time to start thinking of Split Pea Soup (see Cholla Chatter, January 1974) or Scalloped Potatoes.

The nearer the bone, the sweeter the meat... says the old saw. And it's true. Take the hambone for instance. Those little nuggets of meat that nestle in among the bone and gristle should not be wasted, for they are indeed the best part of the beast!

Scalloped Potatoes

Into a large baking dish that has been lightly greased or sprayed with one of the new aerosole bombs, put at least a cup of ham pieces. Peel and very thinly slice raw potatoes — about four or five should do it. Add a thinly sliced or diced onion, and some diced cheese.

We like to use two or three kinds, usually Monterey Jack, cheddar and some grated Romano or Parmesan.

Mix with your hands, sifting ingredients through your fingers until all are evenly distributed. Pour in milk until other things are well soaked in it, then top with more grated Romano or Parmesan cheese, and some cracker crumbs — home made or the prepared kind. Dot generously with butter. Sprinkle paprika, a dash of salt and pepper, and a bit of garlic salt over all.

Bake at 375 degrees. Cover with foil for first three-quarters of an hour to promote steaming action, then continue baking uncovered for another three-quarters of an hour (about an hour and a half altogether).

Serve to a hungry mob along with a big green salad followed by dessert of gingerbread or apple pie — and just sit back and enjoy the accolade of praise you're bound to receive. This is a fine main dish for a buffet supper... or to take to a potluck affair.



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POINTERS, CONTINUED FROM PAGE 15

tors which are located along the coast of the United States, the Mississippi River, and along the shores of the Great Lakes.

These operators function exactly in the same manner as does the Long Distance operator in your home town. They will take your call and connect you with any telephone in the entire world.

Please remember, however, that you are using a service that can handle only one call at a time. If you call the operator without first listening to make sure the channel is clear, you will interrupt someone's conversation which is not conducive to building goodwill. During busy times, the operator will ask you to standby as she has traffic ahead of you. She will then take your call and contact you in turn.

Another thing to remember is that anyone with a receiver capable of receiving the marine band can eavesdrop on your conversation. For this reason it is wise to restrict the text of your conversation to non-personal items.

The best operating procedure is to establish your own particular schedule at which time you can call the operator and ask if she has any traffic for you. With this system, it is unnecessary for you to continuously monitor the channel on the off chance that someone might call you. You can, also, notify the persons most liable to call you as to the time you normally call in for traffic and they can place their calls to you accordingly.

In order to expedite a call from your boat to a land telephone, a listing can be obtained in the marine operator's log book. There is no charge for this listing. You can obtain the necessary form from your local telephone company business office. Having your boat listed with the marine operator avoids the embarrassment of having to make a collect call to a friend or business associate.

Ship-to-Ship Service:

The ship-to-ship channels on your radio telephone enable you to talk to any other vessel equipped with a radio telephone, provided of course that his location is within range of your transmitter. In the more popular boating areas a little patience is required as the limited number of channels allotted to this service has caused a lot of congestion.

Conversation on the ship-to-ship channels must be limited to matters of "ship's business."

The required procedure for operation on any ship-to-ship frequency is as follows:

1. You must originate your call on 2182 KCs, the "Calling and Distress" channel.
2. After contact with boat is established, immediately change to appropriate Ship-to-Ship channel to complete conversation. Immediately upon completion of conversation you must switch back to 2182 and monitor this channel if your receiver is to be left in operation.



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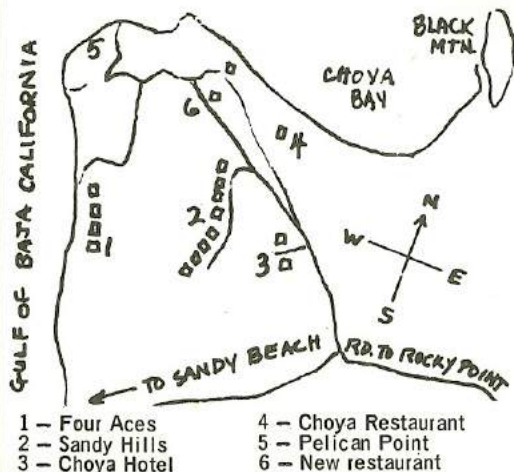
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