



OFFICIAL PUBLICATION OF THE CHOLLA BAY SPORTSMENS CLUB

VOL 18, NUMBER 5

MAY 1975

**CHOLLA BAY
SPORTSMANS
CLUB** PRESENTS



20TH Annual Cholla Bay 
FISHING DERBY

at Cholla Bay
MEXICO 

MAY 16 & 17

PRIZES • CASH • TROPHIES

CHOLLA CHATTER

Official Publication
of the
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4202 W. Culver 1950 W. Lester
Phoenix, 85009 Tucson, Az. 85705
Tel. 278-8697 Tel. 624-1905

CHOLLA CHATTER STAFF

Editor/Manager
Susie Bos 1950 W. Lester Street
Tucson, Az. 85705
Tel. 624-1905

PHOENIX REPORTER

Verlene Barber 13211 N. 19th Street
Phoenix, Az. 85022
Tel. 992-3604

SICK BAY CHAIRMAN IN TUCSON

Annie 6418 East Eli Dr.
Faulkenbery Tucson, 85710
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Don't Miss Your
Meetings !!

PHOENIX - MAY 13th
Geoff Hall - 8:00 P.M.
2005 E. Indian School Road

TUCSON - MAY 12th
Moose Hall - 7:30 P.M.
2180 N. Wilmet Road

SHIP TO SHORE AM MARINE RADIO

2182 Safety & Calling
2555 Boat to Shore
2738 Intership
2638 Intership

VHF MARINE RADIO

Channel 16

CITIZEN BAND RADIO

Monitor Channel 9
Conversation 11
Conversation 22

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CALENDAR OF EVENTS

MAY 16 AND 17, 1975
ANNUAL FISHING DERBY



MAY 13, 1975
PHOENIX POT LUCK
7:00 P.M.



JUNE 1, 1975
MARINE DAY
AT ROCKY POINT



CHOLLA BAY SPORTSMEN'S CLUB FISHING DERBY

Tickets and posters are available - please contact Sam Geibelhaus in Phoenix, telephone 955-7034, and Gordon Erickson in Tucson, telephone 622-7817.

These fellows need some volunteers - for weighing fish, cooking, selling.

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Club Member

LETTER OF THANKS

The Shipp Families wish to take this opportunity to thank the Cholla Bay Sportsmen's Club and all the people in Choya who were so wonderful in helping out in the search and rescue of our loved ones.

A special big thanks to Mr. and Mrs. Don Barber who were in charge of rescue and did such a beautiful job.

God Bless all of you for your prayers and moral support.

All the Shipp's

See you at the
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FROM THE EDITOR'S DESK

We would like to enlist the aid and participation of each and every member of CBSC in a project the Club is undertaking.

To properly celebrate our upcoming anniversary we are compiling a keepsake book... for those who enjoy looking back and remembering the good ole days when the Club was a whole new idea. So, we would like to have you send along whatever photographs and short historical sketches of general interest you might have on hand.

Attach to each item a return-address sticker, or carefully and lightly write your name and address on the back. (No anonymous contributions will be returned.)

Please mail them, before July 1st, to Susie Bos, 1950 W. Lester, Tucson.



DON BARBER - BOB BOS

FIRE - The very word breathes panic. Last month we talked about fire aboard ship. In this case the fire extinguisher is the only thing that could save your life.

All shipboard extinguishers **should** have a metal name plate with the words "Marine Type USCG Type ___ Size ___." Those manufactured after 1965 will have "Approval No. 162.068/___."

There are four types of extinguishers: 1. Dry Chemical, 2. Carbon Dioxide, 3. Foam, and 4. Non-Acceptable.

Let's discuss only one type now - the most widely used - Dry Chemical. This one is the most effective on all three classes of fires (class 1 - wood, paper, etc., class 2 - flammable liquids, and class 3 - electrical). For example, the foam extinguisher is **NOT** to be used on electrical fires.

Class A & 1 boats, in this case ALL boats under 26 feet, must have one 2 lb. fire extinguisher aboard.

Class 2 boats (26' - 40') must have two 2 lb., or one 10 lb. extinguisher. This is minimum that the USCG allows, including sail boats.

Dry chemical fire extinguishers manufactured after June 1, 1965 must also have a gauge or indicator showing the amount of pressure inside the cylinder.

This is also required by the Coast Guard.

Don't just buy and mount fire extinguishers, and then forget about them. All types require maintenance. For dry chemical type, check the gauge every six months or less, but don't just look at it. Tap it gently with your finger to make sure that the needle isn't stuck in the safe indication. If the needle drops to a lower reading, take it to a repair shop. Even if the gauge reads okay, the unit should be taken out of the bracket, turned upside down and shaken. This keeps the dry chemical inside from settling and hardening. Also any rust on the outside should be cleaned and repainted.

All crew members and guests should be aware of the location and use of fire fighting equipment aboard ship.

All technical info from the book of Chapmans.

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CLUB MEMBERS



The Listening Sea Shell

BY VERLENE BARBER

In case you missed Easter at the Bay this year – you certainly didn't miss much fishing. The weather was too rough for man or boat. If you like kite flying, fun and games, it was a good weekend.

I made it to the Bay and found just so much to see and do. Went down to the launching ramp and watched a couple of boats come in with catches. One boat was throwing 15 pinto...and I got so excited I forgot to get any names. Sorry about that. Then the "Oso" came in with 31 good sized groupers. Betty now has one more fish to fill her Big 10 card... good luck to her.

Jimmy Woods, son of Wayne and Beulah Woods, was married to Donna Wittneyer in March. Best wishes.

Leo and Leona Rossi had a visitor over the Easter weekend, Ida Molendi. Chuck and Iris Hoyt down for Easter showing the Bay to Linda Ringsley and girls, of Denver. Jack and Evelyn King, with his mother from California, also down at the Bay.

The Cokers had guests over the holiday weekend – Snooky and Chuck Beintenia. The Curtises had weekend visitors all the way from Minnesota – the Johnsons. And the Smalls also had house-guests.

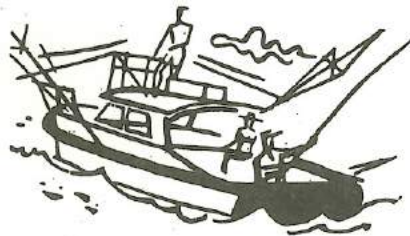
Jim and Elnora Westfall got their trailer down and set up. Bill Pearson was down with friends.

I went to the Bingo while at the Bay, got to meet a lot of nice girls. We all enjoyed it.

The Melcher's light plant caught fire, lucky it was empty.

Mel and Debby Jarvis are proud grandparents as of March 31, through the courtesy of their daughter and her husband, April and Bob Hoffman. Congratulations.

Until next month...good fishing.



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Many many logs are burning in and out of the council fire, but let me tell you of the good things that are happening to the club because of our Members at Large.

The radio operator needed a typewriter to be used in making of reports etc.; Mr. Bob Hauser of the Phoenix chapter, through the courtesy of the Valley National Bank was able to promote our new machine (new to the club), which is in the radio room at the Bay for the Club to use and cherish. Thank you Bob, and a big THANKS to the VNB.

We have for some time needed some sort of power (generator) at the radio room for various needs: lights, refrigeration, charging of the batteries, etc. Mr. Erwin Seyk of the Phoenix chapter has performed a God-sent miracle for the club by procuring a generator of the 5KW type to be used at the radio room. Just getting the generator was not enough for Erv to do, and he also disassembled, repaired and reassembled it just to show how good a member we have at large. A large thanks goes out to you, Mr. Erv Seyks. Hopefully we will have a permanent home for this machine in the near future. The necessary housing will cost more than the generator...

Ever since the FCC passed the new laws on use of radios for marine use, this club has been in and out of several ways to fill our needs. We still have

people working in this area, testing different methods of application that could possibly serve our needs. Here again, we have a member at large who has come forward with a possible solution, or at least a system that could be even better than anything else this club could be a part of. At the present time there is a Repeater type VHF radio system in operation at Rocky Point with a portable unit now in operation at the CBSC radio room at the Bay. This system is operating on Channel 20, is clear, has a phenomenal reach on ground, and as soon as someone goes to La Paz we will give it a good water check. Anyone having VHF radio on board could use this system by simply having a Channel 20 crystal installed in the present VHF radio. Consult your manual or technician for the hows and whatfors.

However, at this point, this has not been a club function or even a club sanctioned project. It still has to be accepted by the council for use in the club. As for Channels 6 and 16 this still leaves us without, or what to do here. The total cost possible to the club would be the purchasing of a crystal to be installed in our present VHF radio at Cholla.

CONTINUED ON PAGE 16

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**Pictures
speak
louder
than
words...**

These beauties were caught March 15 and 16 by the "Viv-n-Eye" off Cholla. Chet Freeguard and fishing buddies Frank Jansen, Gene Sellars, and guide Big Manuel. Black Sea Bass weighing in at 220 pounds and in excess of 300 pounds.

In February Grace Morris of "Gra-Bo" lands her 23-pound (dressed weight) pink Grouper.



Wish we had a pic of the Phoenix lawman who caught 9 large pintos in the 15 lb. class...along with many smaller ones.

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TUCSON SCUTTLEBUTT



By Sally Newman

To all those who are under the weather...best wishes for your prompt recovery; hope to see you all up and around before too long.

We had a very interesting meeting. What a nice sight to see a lot of older members there. Mr. and Mrs. Charlie Moon, Dean Fisher were there. The Barbers and Fraziers were down from Phoenix. Frank Step, Ed Ritzer, Dr. Saylor looking fit as fiddles. Sure is nice to have such a good turn-out.

Had a great film on Pulse of Life - and a Resuscitation Annie demonstration. This proves that we can help anyone needing help when we have to. Thanks to Wava Hower, Director of Nurses at County Hospital.

The girls on our phone committee are doing a great job. Thanks to all of you, more and more members are coming out.

June 1st is Marine Day at Cholla Bay - Fleet to be blessed, Queen to



be crowned, and a lot of fun to be had.

Tickets for jackpot and Fishing Derby tickets are now on sale. There will be some great prizes this year! The Derby chairman and co-chairman need volunteers for cooking, selling, and fish-weighing. This is a great way to meet a lot of people and have fun in the process.

Raffle tickets still selling - be sure to get some. You must be present to win.

Door prize winners this month were Cyril Jones - collapsible basket, Ed Ritzer - dunk bag, and Thelma Fisk - egg carrier.

See you at the Derby...

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beware the gremlins of cortez

Thoroughly enjoying the 'night entertainment' at San Francisquito Bay we used up about half our Number One battery on the first night and thereafter were more frugal, but it sure beats TV.

At seven o'clock in the morning of our second day there we launched for Mulege. We had observed our barometers carefully, a high was holding steady, and it looked like a good time to go. We were about seven miles south of Punta Santa Teresa when the gremlins gathered to strike.

I heard a "pop" from somewhere aft and instantly cut switch and throttle. It sounded like a water hose letting go. I went back to check and lifted the engine box cover. Nothing. The engine ran smooth as silk. The other two boats gathered round.

"I'll check," I said and accelerated out. The boat ran fine. I stopped. Must have hit a fish or something. We waited for the other two boats but they didn't come so we went back.

"Jack's boat won't shift into forward gear," Al advised. Jack fought with it for a while, then Al went over to help check. The drive would shift into forward gear for a second and then fall out. It would reverse.

Jack was loudly miffed. The outdrive was only four hours old. His son had hit a rock with the outdrive a few weeks earlier and to avoid any possible trouble on the trip, he had replaced the entire lower unit at fierce expense.

"Let's pull him back to San Francisquito and work on it there," I suggested. Al and I hooked up side by side and began to tow. We hadn't gone a mile when the outdrive on the Sybarite suffered a grinding hardware hemorrhage and went completely out — no forward and no reverse. It had only 128 hours on it since new. In the meantime, the drive on the "Last 1" would no longer catch even momentarily in forward.

"I think it's about time we asked for some help," Jack said. He reached for his microphone. He called for any station and a lovely feminine voice came back:

"This is Cholla Bay, "Last 1", read you loud and clear, go ahead."

Jack explained the problem, two boats incapacitated, a tow was needed. He advised we would tow the two boats back to Punta San Francisquito resort and wait there.

by wayne pryor

"We'll find you some help," Cholla Bay replied.

Al took Jack's boat in tow and I began to fire up my ancient 12 hp outboard. It was reluctant to run and finally I broke a starter cord. I carefully disassembled the ratchet mechanism leaning over the stern knowing that any nut or bolt was lost forever in the blue water and rewound the starter cord. After replacing the assembly and cleaning the plugs with starter fluid, the outboard began to cough along, sounding as if it was running on one cylinder. But it made a little headway.

The longer it ran, the worse it sounded. We stopped to change plugs. I carried a spare set in a sealed plastic bag in the back of the engine. Opening the plastic bag I found it had leaked. The spare plugs were masses of rust and useless. I cleaned the original plugs again, then began to try to start the cranky engine. It refused to run. Then the starter cord broke again. (It was less than a year old and allegedly first quality nylon.)

"Let's wait for Al to come back," Carol advised. "That engine has just decided it is on vacation too."

Presently Al and Helen hustled back out and Al had a cheery comment: "Isn't it amazing how the time goes by when you're having fun?"

We muttered to ourselves as he towed us back to the bay in front of the resort where we all anchored.

"I'd like to tow you guys on around the point and into the inner harbor at San Francisquito," Al said, "but my engine's starting to act up. It doesn't want to idle and the only way I can make it go is to start it in drive with plenty of throttle."

Fortunately, his boat was built before some (expletive deleted) engineer decided to put a "safety" interlock on the throttle so that the boat cannot be started in drive. I've often wished I could meet that engineer. I'd suggest he hang over the front of the boat as it came into a stone pier and ask him how he saves himself when the engine dies.

We broke out our treasured manual and prepared to tackle our problems once we were.

CONTINUED ON PAGE 13



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A CONTINUING SERIES: CONCLUSION

CITIZEN'S BAND RADIO

The Citizen's Radio Service is a useful supplement to the regular marine radio telephone service and, in some localities, is a complete replacement.

With a Citizen's Radio telephone aboard, you can talk to other Citizen's Radio-equipped boats and make free calls to your home, yacht club, marina, boatyard, etc.

The "across-water" range will be about 20 miles or more.

If you find your boating fun on inland waters, Citizen's Radio is ideal and gives you efficient two-way radio communications at minimum cost. Equipment is much less expensive, antennas are somewhat smaller, no ground plate is required on the hull, and you can move the unit from your boat to car, to home, or to office.

Many marine shore facilities of all types have installed units and monitor the Citizen's channels during business hours.

The Citizen's Radio Service was created by the Federal Communications Commission in answer to Mr. Citizen's loud wail for a personal radio service to be used for virtually any legitimate purpose. Uncle Sam came through with a bang. He assigned twenty-three channels to this service, made the licensing remarkably free of red tape, and established regulations that are not burdensome.

Citizen's Radio is the fastest growing radio service, clearly demonstrating the need.

Now, how do you choose the unit that is right for you?

The FCC has established a maximum transmitter input power of 5 watts and most units offer the maximum. Remember the previous discussion of "efficiency" and the "input" and "output" explanation?

The receiver in a CB unit is most important because of the many thousands of units sharing the air. As time goes on, the receiver will become even more important, particularly in its "selectivity" quality.

Flexibility of installation, size, weight, and simplicity of operation are also important features as you will, no doubt, find many uses for your CB unit other than on your boat.

CONTINUED ON PAGE 15

BOAT

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DANGEROUS WATERS - Jean Sowell wades out through the stingray infested waters of San Francisquito harbor. And on one trip was bitten! (See April issue)

BEWARE THE GREMLINS - CONTINUED FROM PAGE 11

anchored. The manual spelled out in great detail all kinds of trouble-shooting information for various kinds of engines. Step by step the manual showed you how to pinpoint any kind of engine problem.

But we didn't have an engine problem. We had a drive problem - two of them. And here the manual had no suggestion of any sort as to what to do. It was replete with instructions to use "special too J-23" to remove a bearing here or a bushing there, but not a single word as to how to find or fix what had gone wrong.

One of the Americans at the resort offered to come help lend a hand. Beware of free labor. When he was through with his inept procedures, Jack's boat would not even go into reverse. Both drives were now completely useless, but luckily, Jack's engine would still run so he could charge his batteries for the radio. That little Bimini was working a good 50 miles over its rated range and we gazed upon it almost in reverence. It faded a little now and then because of the range, but it worked. Bless it.

We heard on the radio that evening that a small hurricane called "Connie" was com-

CONTINUED ON PAGE 14

TATUM MARINE RADIO

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Member

CHRIS TATUM

PHONE 624-2892

May 16-17th
DERBY
See You There!

ing past the tip of Cabo San Lucas. Something 250 miles away shouldn't bother us. But it did.

About two in the morning we awoke with the feeling all was not well. It was not. A gentle wind held the boats on their beams to large swells coming in from the Sea of Cortez. All three boats were rolling 20 to 30 degrees and loose articles in the cabin were slamming back and forth. That repugnant visitor, C. Sickness, came to call.

At dawn we all launched our dinghies and paddled ashore. My, but that solid ground felt good under our heaving feet. Presently Al and Helen went back out to their boat and decided they'd take it around the point and into the quiet inner harbor. There he'd install a new fuel pump and plugs to see if that would help the engine.

Carol and I hiked over to see how he was coming. Jack and Jean stayed behind because we'd been assured help was coming from Kino Bay. We lunched with Al and Helen and as we were finishing a salty looking Skipjack named "Sunsinger", a big 40-gallon barrel of gas chocked on its bow, came into the bay pulling Jack and Jean's boat.

Three doughty fishermen named Frank, Hans and Jim had launched out of San Felipe at the head of the Gulf, made their way as far south as Mulege, and were now headed back up, hoping to get as far as Bahia Los Angeles. Jean had spotted them passing the location where we were anchored and waved frantically. Since she was attired in a brief bikini they immediately closed in for a closer look, then offered a tow. Frank, the skipper, observed he wouldn't like to do any more towing since he had a bent prop that was vibrating and the currents were bad around the point. I listened sadly but kept my mouth shut.

Jack offered to buy them a drink and the truck from the resort carried us all over to the club where the margaritas flowed. As he sipped his second one, Frank looked at the Fiberform bouncing wildly at its anchor off the beach, and spoke:

"That's too nice a boat to let just go to hell. I better give you a tow, too. It's not going to last there. Bigger surf is coming."

I swam out to the boat towing the dinghy behind me. The surf was too high to launch the dinghy although I tried twice to the vast amusement of the onlookers. Frank shortly appeared with "Sunsinger" and the noble little Skipjack (a six cylinder) plowed firmly along until we reached the rough water off the point. That's where the tow bridle broke.

"My fault," Frank yelled as he came around. "Trying to go too fast. Heave us the line again."

TO BE CONTINUED

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ED TAPPAN - Club Member

The section of this series outlining installation and noise elimination applies to Citizen's Radio as well.

A license to operate Citizen's Radio equipment is issued upon application to the Federal Communications Commission, Gettysburg, Pa. 17335. Due to the large number of applications being processed, it requires patient waiting for, in some cases several weeks before you receive your license. The correct application forms are usually packed with the equipment or may be obtained from the dealer from whom you buy the equipment. No examination is required, but there is a license fee. In addition to the license, you will need a copy of Part 95 of the Commission's Rules, as you will have to certify that you have read this document which outlines the operating rules.

Under no circumstances can you operate your transmitter until you have your license in your hot little hand! This is not cricket and will only lead to a messy situation between you and our benevolent uncle in Washington — and you won't win!

There is a forest of antennas available, and our best advice is — let your dealer recommend the one for you.

More Galley Tricks and Gimmicks

SALAD SAVER

Fresh lettuce and celery will keep at sea for a couple of weeks or longer if covered with fresh water. The easiest way to do this is to place them in plastic bags, cover well with fresh water, seal, and pack into a large plastic container which will fit into the bilges where it is relatively cool. Fresh tomatoes for salads are wonderful additions to the diet on a long cruise, but tomatoes don't "keep" well on board. Slice firmly ripe tomatoes into screw-top containers and fill with a mixture of 4 parts vinegar and 1 part olive oil, then cap. The tomatoes will be ready for salads for months if treated this way.



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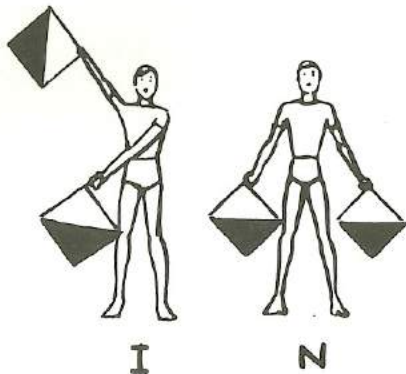
CONTINUED FROM PAGE 7

How did all this come about? Just a member at large, Ray Hemphill, through the Nelson Communications of Phoenix, has performed above and beyond the call of duty. The one other single person who donated his time and abilities is Gordon Turberville of Nelson Communications. Without his vast knowledge of these systems, this entire set-up would not be available to the club at this time. So, I say to you — Ray and Gordon — a Large Thanks. Should the Club accept this system, there will be in order a large type THANK YOU to Mr. Jack Hemphill also, of Nelson Communications, 3190 West Van Buren, Phoenix, for having donated this whole system for those who choose to use it. Just think, the cost alone would have made it prohibitive to have; yet one man with a heart bigger than his head could make this possible. Who is Jack? Ray's brother, of course.

With a communications system like this, it could open up many other avenues of application; closer communications with Penasco law officials, even a connection with a telephone that could be used in conjunction with the States telephones for emergency uses or whatever, faster ambulance services, medical help ... think of this! It's got to be something better than great — and it all has been made possible by MEMBERS AT LARGE.

Word was put out that the club needed additional medical apparatus for the emergency cabinet to be used and maintained at the Bay. You are so right — another member at large came forward. Mrs. Beverly Parker of the Mesa Lutheran Hospital has procured for this club IV administering kits, solutions and other related equipment to be used by the proper people (qualified medical personnel) should the need arise. Thank You, Mrs. Parker; Thank You, Mesa Lutheran.

Typewriter — generator — VHF radios — medical equipment — This has all been made possible by Members at Large. There are a lot more of you out there that want to do something in this club. Please come forward. We need you much more than you know; but then, without you and you, there isn't an US!



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Being shore-dwellers by birth and by nature, my family has always had a fondness for crab. We grew up catching little crabs from the rocky breakwaters along our Long Island Sound beaches — and sometimes these were large enough and plentiful enough to provide meat for a sauteed crab sandwich for lunch.

We especially loved the Softshelled crabs the 'fry' houses served at certain seasons of the year. Also the big Blue crabs from Chesapeake Bay.

When visiting Florida we soon discovered the Gulf of Mexico Stone crab claws so mouth-wateringly prepared by chefs at Tarpon Springs, home of the Greek sponge-fishing fleet. With a Greek salad on the side, these parrot-resembling claws were a never-forgotten delicacy.

The West Coast's Alaskan crab was a treat indeed, if only because of size and the ease with which it can be extracted from the shells. Favorite of these is the dinner of French fried crab legs Anthony's specializes in — both at San Diego and La Jolla. They use a very light eggy bat-

ter, a little like the Japanese tempura batter.

Though we've seldom seen crab on a menu in Mexico (Stone crab in Mexico City — obviously imported from the eastern gulf coast), we have caught good sized crabs in the estuary at Tastiota. And very good they were, too, but being smallish needed to be steamed, picked out, and done something with.

A perfect — and easy — recipe for this kind of crab is Crab Tokyo. It was introduced to us during World War II when all things Japanese were strictly taboo; and even though my father was fighting the war in the South Pacific, we found Crab Tokyo quite delectable.

CRAB TOKYO

The recipe calls for 1 can of crabmeat, so think accordingly (about one cup). Saute crab lightly in melted butter, add 2 Tablespoons bottled chili sauce, juice of half a lemon, pepper and paprika to taste, and a couple dashes of Worcestershire sauce. Serve piping hot on toast points — a lovely luncheon dish, or Sunday night supper. Serves 2 or 3, but this recipe may be doubled or tripled. How much crabmeat can you lay your hands on... for the canned is nearly extinct and the frozen is much too dear!

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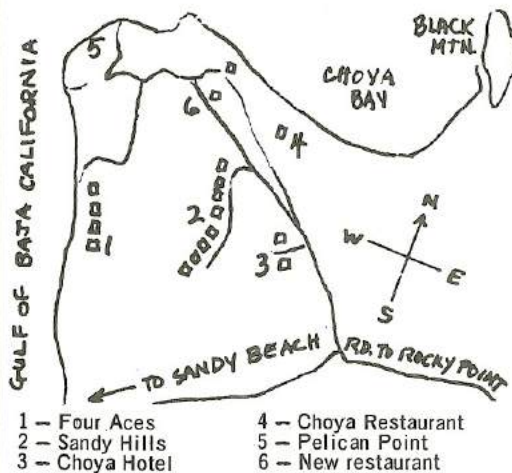
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