



# CHOLLA CHATTER

OFFICIAL PUBLICATION OF THE CHOLLA BAY SPORTSMANS CLUB

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Volume 11, Number 10

November 1967

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## From the Editor's Desk

An editor's life is not always an easy one--especially when it concerns deadlines. In my first issue I gave Friday before the meeting as the deadline for everything except minutes of the meetings. I gradually relaxed this to the meeting night and finally to the Friday after the meeting. Present indications are that, if I extended the deadline until the Tuesday after the monthly meeting, that some of the articles would be submitted after that deadline too. Therefore, in the future the absolute deadline for articles (but not advertisements) will be Thursday following the meeting. Articles received after that date will be considered for the next issue.

I surely would like to have more articles from Tucson. I try to have something from Tucson each month but I can't put anything in, if no one submits anything. I welcome articles from anyone on any topic they think will be of interest to the Club members. I make no promises, however, as to how soon I'll use them or that they will appear exactly as submitted.

There have been some additional developments regarding Jim Lori's roofless house at Cholla Bay that we mentioned last month. Jim went to the Chief of Police at Rocky Point,

Continued next page

### M. W. DOUGLAS AGENCY

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Sr. Luceo Ochoa Fuentes, and filed a complaint. The Mexican contractor now has 60 days in which to complete the house or go to Jail. The Chief of Police told Jim that he was glad that an American had finally complained about a Mexican not fulfilling a contract and that Americans should go to the police and courts in Mexico the same as they would in the U.S.A. in such circumstances. Incidentally, Jim reports that Sr. Jose Acunia of Rocky Point was very helpful in these arrangements. I'll let you know in the next Chatter how Mr. Lori's roof is progressing--if it is.

The October meeting in Phoenix was certainly interesting and instructive. Wes Douglas, our Insurance Chairman arranged for Sr. Fernando Cervera, Chief of Special Services of La Interamericana Insurance Company to attend an answer questions about the automobile liability and medical payment insurance available to Club Members. Sr. Cervera was accompanied by Sr. Jose Gonzales, Chief Engineer of the company. I think the Club is extremely fortunate to have such an energetic and dedicated Insurance Chairman. Sr. Norman Williams of the Mexican Government Tourist Department also attended the meeting and spoke briefly to the Club. To round out things we also had Chris Tatum from Tucson with us who gave a report on the radios at Cholla.



Which way did he go, George? Which way did he go??

This may be the question we ask when we're out looking for someone who has hollered for help.

So many times the one that is in trouble is so absorbed with his problem that he just plain forgets to put out the anchor, so he slowly drifts away.

The first thing you should do if your engine won't start, or you're in some other type of trouble, is drop the hook and stay put. This will make it much easier for us to find you, if you need to be found.

If it's daylight, get out the old smoke pot or smoke flare and stand ready to make smoke. If it's at night your night flares need to be close at hand.

If you see a boat or hear an engine, make smoke, or light the flare.

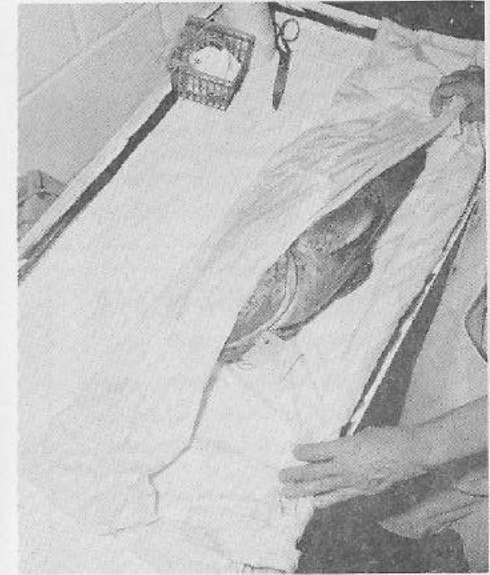
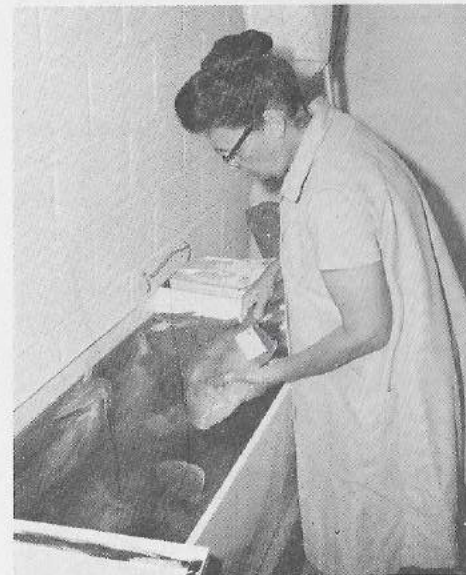
If you're at anchor and you know a search boat is on the way give them time to get well started and then make smoke. This will enable search boats to spot you at greater distance.

-Mel Jarvis

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## DERBY FISH TO U.S. NATIONAL MUSEUM

Cholla fishermen donated more than 150 fish to the Choya Bay Oceanographic Station during the 1967 Fish Derby. The fish were preserved in Formalin for three months, wrapped individually, packed in to drums and shipped to the U.S. National Museum in Washington D. C. Mrs. Beatrice Burch, Director of the C. B. O. S., is shown preparing the fish for shipment.



### ATTENTION MEMBERS

Your mail can now be picked up at Cholla Bay Radio Shack. Address it as follows: (Example)

MRS. MARY DOE  
c/o Club de Pescadores  
Apartado No. 41  
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Mexico

Our Radio Operator will be our mailman.

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Size	By Month	By Year
2 1/4" x 1 1/2"	\$ 8.00	\$ 6.00
2 1/4" x 2 1/2"	10.00	8.00
2 1/4" x 3 1/4"	12.00	10.00
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By Gene Henry

Fall surf fishing in the Cholla Bay area reaches its climax during Nov., tapering off sharply toward the end of the month when cold water currents move inshore.

The two to three-week period prior to cold water moving in often produces fantastic surf fishing. Huge schools of hungry seatrout and pompano roam along the sandy beaches in search of baitfish and strike savagely at darned near any lure tossed at them.

One trip in particular stands out in my memory when I think of this period. My amigo, Bill Valentine, had invited me to join him, Bob Neal, Chuck Lakin and Hector Munro for an overnight surf fishing foray to St. Georges Bay.

When we pulled out on the beach at Joe Espinosa's First Estuary, an awesome sight greeted our eyes. A continuous line of bait fish stretched just offshore as far as the eye could see. Hordes of seatrout, pompano and mackerel were tearing up the baitfish from below while clouds of gulls and pelicans piled in from the sky.

Never again do I expect to run into fishing like we had the remainder of that day and the next. Practically every cast brought a strike and if you yanked it out of one fish's mouth another would strike as soon as the line hit the water.

Naturally you can't expect to run into this kind of fishing more than once in a blue moon, but the odds are that the surf fishing should hold real good up to and including Thanksgiving week, and perhaps longer, depending on when the water turns cold.

To get the most out of this type of fishing, I would strongly urge using light tackle, whether it be fly casting, or spinning. My favorite all-around surf fishing outfit is a light 8' two-hand spinning rod handcrafted for me by Al Ellis mounted up with either a Quick Finessa or medium Mitchell 306 reel. Fishing the sandy beaches I prefer 8-pound test monofilament, but switch to 10-12 pound test when fishing off the rocks.

I generally use lures ranging from 1/2 to 1 1/4 ounces with the rig noted above. If I had my choice of two lures, they would be a 3/4 ounce Dixie Jet and a 1 ounce Kastmaster. The Jet has the best action for close-in fishing and the Kastmaster will reach out where the big ones are. Other proven lures are the Webber Mr. Champ, Garcia Abu Kaster, Johnson Sprite, Z-Ray and always dependable Tony Acettas.

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8:00 P. M.

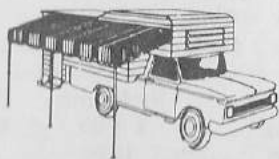
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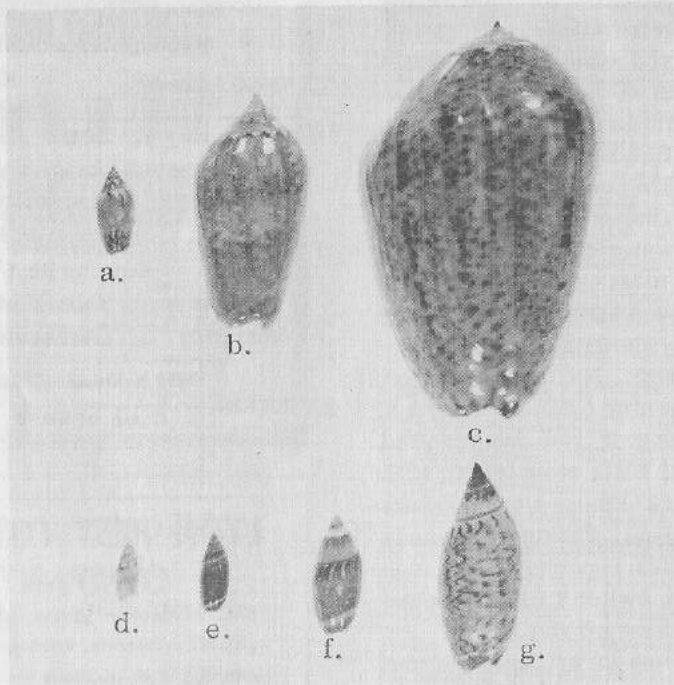
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Jim Mabb

# The Olive Shells of Cholla Bay

By John Q. Burch

(Past President of the American Malacological Union)



- a. *Oliva undatella* Lamarck, 1810  
 b. *Oliva spicata* (Roding, 1798)  
 c. *Oliva incrassata* (Solander, 1786)  
 d. *Olivella fletcheræ* Berry, 1958

Shells of the family Olividae are certainly among the most beautiful in form, color, and markings that we possess. The shell is brilliantly polished like the cowries. Most Olives live in sandy places and leave characteristic trails as they plow about just beneath the surface.

Collectors at Cholla Bay should find three genera:

1. *Oliva*: Shells mostly large with a low spire and a long aperture without an operculum.
2. *Agaronia*: Shells medium size,

- e. *Olivella zanoeta* (Duclos, 1835)  
 f. *Olivella dama* (Wood, 1828)  
 g. *Agaronia testacea* (Lamarck, 1811)  
 smooth but not glazed.  
 3. *Olivella*: Shells small, highly glazed, and with an operculum.  
 Genus *Oliva* Bruguiere, 1789

*Oliva incrassata* (Solander, 1786). (fig. c) This species has also been known as *Oliva angulata* Lamarck, 1811. This is the largest olive found at Cholla and may reach 3 1/2 inches in length and 2 inches in diameter. The adult shells are swollen above the middle with a distinct angular shoulder. This character does not appear in young indivi-

duals but they can be distinguished from *Oliva spicata* when alive, by the faun colored soft parts which are spotted with brown rather than speckled. The typical coloration of the shell is dove gray to brown with a fine zigzag pattern of markings on a creamy white ground. Both white and golden forms are occasionally found.

*Oliva spicata* (Roding, 1798). (fig. b) This is the most variable of West American olives. Most modern authors have lumped all varieties as forms of one species. The typical form is basically a buff-olive color, flecked with small irregular dots of brown. An average specimen measures about 1 1/2 inches in length and 3/4 inch in diameter. *O. spicata cumingi* Reeve, 1850 has shells that are of orange-saffron color variously banded with unspotted chestnut and blackish brown. *O. spicata pindarina* Duclos, 1844, has shells of light brown or cream color, or at times almost white showing the pattern only slightly. *O. spicata venulata* Lamarck, 1811, is probably the most common form. The shells are fatter and heavier than most with a low spire. The color pattern is a network of yellow, gray or olive. *O. spicata subangulata* has an angular shoulder. Some specimens might be confused with small *Oliva incrassata* but the young of this species when the same size as the *O. subangulata* do not have a well developed shoulder.

*Oliva polpasta* Duclos, 1835. Most authors consider this to be a form of *O. spicata* but Dr. A. Myra Keen and others regard it as a distinct species. The shell is broad, widest above the middle and with one side swollen more than the other. The

spire is generally low. The color is olive green to light brown marked with brown dots and dashes or longitudinal zigzag lines and just anterior to the suture there is a row of yellowish white trigonal spots. The columella and interior of the aperture is bluish white.

*Oliva undatella* Lamarck, 1811. (fig. a) This species only reaches about 1/2 inch in length and for over a century was regarded as an *Olivella*. The shell is white to yellowish in ground color with varied markings of brown. The columellar pillar has folds over the entire length.

Genus *Agaronia* Gray, 1839

*Agaronia testacea* (Lamarck, 1811). (fig. g) The shell is 1 1/2 to 2 inches in length and from 1/2 to 3/4 inch in diameter. The color is a soft blue-gray or yellow-gray with brown or wavy axial lines. The base and apex are brown, the columella white and the interior of the aperture brown.

Genus *Olivella* Swainson, 1840

*Olivella dama* (Wood, 1828). (fig. f) This is the largest of the *Olivellas* found at Cholla being about 3/4 inch long. The shell is white, marked with faint zigzags of brownish or grayish color. The apex and aperture are violet.

*Olivella fletcheræ* Berry, 1958. (fig. d) Cholla Bay is the type locality of this species. It is a shiny little shell less than 1/2 inch in length and is marked with a bright yellowish-brown on a creamy background.

*Olivella zanoeta* (Duclos, 1835). (fig. e) This species is also less than 1/2 inch in length. It is a white shell with two purple-brown spiral bands.



By Mel Jarvis

I think it's time to start thinking about the old boat trailer. I have noticed some of the boys are starting to get ready for the winter fishing at the Bay. Cliff Hoyt's trailer is sporting a new paint job, Jack Schmidt's has some alterations and many others have had rollers, wheel bearing, and the lights or wiring gone over. Wayne Wood is building one for the new 20 ft. Sportcraft he just couldn't live without.

The boys who trailer their boats back and forth should pay special heed to the wheel bearing, springs, tire pressure and very important, the

hitch and ball. Many a trailer and boat has been lost because of a bad ball on the car or pick-up.

Using your trailer in salt water is rough on it, and without routine maintenance the salt will soon take its toll. Your wheel bearing should be re-packed or greased after each trip to the Bay. If you have fittings on your hubs, it will take the work out of the wheel bearing care.

Something new, is "buddy bearings". Most outboard shops or sporting goods stores sell them. They are the best I've seen so far. The buddy bearings are fitted with an alimite fitting so you can grease your bearings after each launch. I extend a word of caution to those with brakes on their trailers, too much greasing will allow grease to spill over into the brake drum.

The winch and winch cable can be a problem, as they have no grease fittings and almost no place to oil. I solved this by just pouring oil over the winch and cable. It may not look too neat but my winch always works and the same goes for the tongue jack if you have one, lots of oil or grease. The tube type jacks

can be fitted with an alimite type fitting and you can pump grease in until all the water is out.

Tire pressure on 8 and 12 wheels should carry enough air pressure so that your tires do not flex. On 14 and 15 inch tires the same air pressure that you carry in your car or pick-up tire will do for the boat trailer as tire speed is about equal. If you have a very heavy boat, or carry all your equipment in your boat, you probably need more pressure.

A last bit of caution concerns tongue weight. Too little weight on the hitch will cause your trailer to sway or fish tail. Tongue weight should be adjusted to the particular boat, car and trailer combination.

## Editor Rebuffed In Rescue Attempt

Among other things your editor is on the Club Search and Rescue Team. He considers this an honor and takes it seriously. On Sunday, May 28, he was about a mile southwest of Pelican Point and noticed a small sailboat proceeding from the Sandy Beach area towards Pelican Point just off shore. Suddenly their sail disappeared and from a mile away it looked like they were on the rocks, so we went in to investigate.

The sailboat was anchored about 20 or 30 feet off the rocks and since the wind was gusting to more than 20 mph and the swells were from 4 to 6 feet with plenty of white, I couldn't imagine that anyone would want to be where they were. I went in close and offered them a tow. They acted like I was the village idiot, so I went on home, and they swam ashore to their camp.

About 3 a.m. the wind blew still harder and the nice little sailboat was blown up onto the rocks. This is indeed unfortunate but should serve as a warning to others who are tempted to anchor off the rocky shore of the Choya headland. This is extremely hazardous even when the weather is calm--since it so frequently doesn't stay that way.

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I hereby designate the following named beneficiary under CONTINENTAL CASUALTY COMPANY Policy No. SR 176259 for the Loss of Life Indemnity, subject to the conditions named in said policy: Fifty per cent (50%) to the Cholla Bay Sportsmen's Club Search and Rescue Fund. Fifty per cent

(50%) to: \_\_\_\_\_ if living, otherwise to my estate.

Signed at \_\_\_\_\_ State of \_\_\_\_\_

This \_\_\_\_\_ day of \_\_\_\_\_ 19 \_\_\_\_\_

Witness \_\_\_\_\_

Signature of Applicant/Member \_\_\_\_\_

### NOTICE

Officers "shall be nominated at the regular meeting in November, elected at the annual meeting in December and take office for the following calendar year, in January."

-C. B. S. C. Bylaws



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### SEA OF CORTEZ MOVIE

Dr. George E. Lindsay, Director of the California Academy of Sciences promised that he will send the movie "Sea of Cortez" to show at the Nov. 14 meetings of both the Cholla Club and the Phoenix Shell Club. This is a documentary movie of a scientific expedition to the Gulf of California which should interest everyone who loves the Gulf.

### TIDE CALENDARS

The 1968 tide calendars for Rocky Point will be issued by the University of Arizona in December of this year. The 1967 tide calendars were sold out by April of this year so be sure and order one or more early. Send your order to Dr. Donald A. Thomson, Department of Biological Sciences, University of Arizona, Tucson, Arizona 85721.

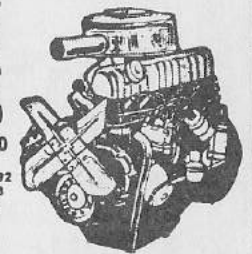
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Determine the time necessary for a chip, paper, or other floating object to travel between known distances abreast the length of the boat.

Then the distance in feet is to feet per hour as the time in seconds is to the hour in seconds (3600 seconds). Divide by feet per mile to convert to MPH (6080 for knots).

For example for 16.9 feet (length of Janthina V):

Knots =  $\frac{16.9 \times 3600}{\text{sec.} \times 6080} = 10/\text{seconds}$

Seconds	Knots	Seconds	Knots
1	10.0	6	1.7
2	5.0	7	1.4
3	3.3	8	1.25
4	2.5	9	1.1
5	2.0	10	1.0

**NEW MEMBERSHIP DUES**

Single membership dues for NEW members for the last half of the year have been reduced to \$6.00. The dues for spouse and sponsored children remain the same at \$2.00 each.

To join send your dues to Wayne Wood at P.O. Box 7171, Phoenix 85001 or Verna Conslisk, 2570 E. Lester St., Tucson 85716.

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2 lbs. snapper fillets or other fish—fresh or frozen  
 1/3 cup frozen orange juice concentrate  
 1/4 cup butter or margarine melted  
 1 tablespoon soy sauce  
 1 teaspoon salt  
 Dash pepper

Thaw frozen fillets. Cut into serving-size portions. Combine remaining ingredients and mix thoroughly. Place fish skin side up, on a well-greased broiler pan and brush with sauce. Broil about 3" from source of heat for 4 to 5 minutes. Turn carefully and brush with sauce. Broil 4 - 5 minutes longer, basting occasionally, until fish flakes easily when tested with a fork. Serves 6.

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