



OFFICIAL PUBLICATION OF THE CHOLLA BAY SPORTSMAN'S CLUB

Volume 12, Number 4

April 1969



Boating & Fishing Almanac

I just received the 1969 Southwest edition of the Boating and Fishing Almanac and I must say that I am terrifically impressed with it. I just wish that it included our side of the Gulf. It does have sections on San Felipe and the East Coast of Baja but they are quite brief.

The Pacific Coast of Baja and Southern California are covered in detail with sailing directions, anchorages, facilities, charts, etc. of just about anyplace you'd want to go in a boat. The lakes of Southern California are also described and there is a section on the Colorado River boating areas as well as the various Colorado River lakes Havasu and Powell which some of our members like to visit.

In addition there are tide tables, fishing hints, trouble-shooting your inboard and outboard engines, emergency procedures, etc. If anyone is going boating in any of the areas covered, I think that it would be worth more than the \$2.95 price. In fact, I think it's worth the price for all the other information even if you're not going there. The address, incidentally is Box 344, Venice, California 90291.

-T. Burch

CHOLLA CHATTER

Official Publication of the
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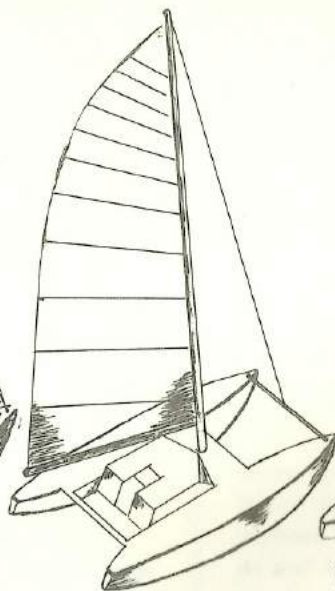
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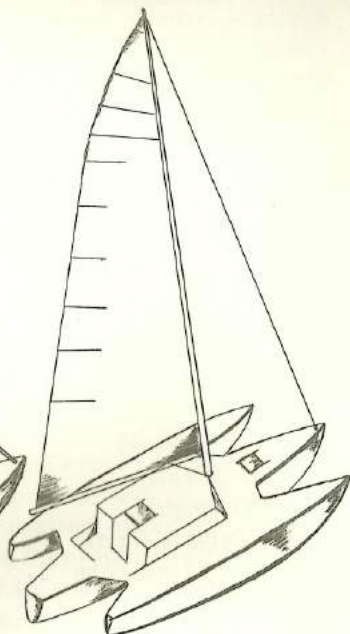
By Bill Moxley



Conventional Boat,
Conventional sail,
Sloop rigged with
three quarter jib



Catamaran
Sloop-masthead rig
Fullbattened sail



Trimaran
Sloop-masthead rig
Semi-fullbattened sail

Well... if you are, you are going to be at the helm of your sailing boat leisurely drifting along with the wind. You may be trailing a trolling line, if you like to fish. Or you may be going down the coast to a likely spot to beach your boat and look for shells. Picnic? Surf-fish? Or a particular spot to skin dive? Then if you have the time, you may be adventuring out across the water to a new land along the peninsula --

oysters, lobsters!! The Sea of Cortez!!

In a cruising boat you can explore this sea, rich in its history of the past, still leaving a taste for the dreamy adventurer of today!! And... you can go for days on a couple gallons of gass!!

To the novice, the uninitiated, may I introduce you to an interesting and exciting part of boating? Then please speak up. Does this appeal to any of

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my fellow club members? It is a great sport and hobby for all ages and all pocketbooks. My personal interest, aside from the facilities, comfort, association and protection afforded me in our parent organization, is to get a group together in this particular field for its own special purpose benefit. My worry is where and how to get the boat, the cost, the kind of boat and safety factor. If we get together we should compile quite a bit of knowledge from the group to benefit one and all, relative to sailboating.

As Al Scott very well points out in the February issue, you unknowingly are receiving the rewards of the hard work and ingenuity of our forefathers in the CBSC. It looks as though we will have similar problems to overcome in the handling of our sailboats. No sailboat goes on and off a trailer very well. We need to find and develop an estuary where these boats can remain in the water. Even in shallow water or at times no water at all is no problem for shallow draft, lightly displaced hulls. Now...when we get our fleet of sailing craft out there, we will be a credit to the CBSC. With no disrespect whatever for the bigstick fishermen in the louden-smellin-

flotenhousesens!!

Neither will you ever mention the time you were close-hauled to windward and had to put hard to starboard to miss that large bubbling, blurping, formidable piece of floating debris!! Might come a day they'll find you becalmed and not so windy!!

Seriously now...it appears to me that there is a very definite future for sailing craft in the gulf. Such boats of reasonable size and seaworthiness can go far beyond the limits of powered craft with greater safety and assurance of getting there and back!

What is a reasonable size? Seaworthy to what extent? The safety factor? Inasmuch as I am going to come up with some answers...upon what reputation, background or responsibility do I base my opinion? I'm a novice, 64 years-old with a background of boatbuilding and sailing that would impress no one!!

My opinions are my own, we can argue and discuss them, but I won't change much!! The minimum length for any type sailing boat in the gulf would be not less than 25 feet, unless it is restricted to bays or protected harbors. There are definitely different types of sailing boats available today. The conventional mono-hull, the twin hulled catamaran and the

Please Sail to Next Page

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three hulled trimaran. Any of the three at the designer's whim may have different configurations or hull shapes. All three should be operated with small auxiliary outboard engines, that is with reference to small boats.

The conventional mono-hull should have a heavily ballasted keel for deep water sailing and as a consequence would not be a shallow water or beaching type of boat. Seaworthy if well sailed. However, for the novice sailor it heels at a terrifying angle when hard on the wind. Very exciting for the helmsman, but very uncomfortable on the wife and kids. These boats can be pooped (water over the transom) and sink fast (heavy keel) if not provided with flotation... and this takes up the little room left for passengers and gear. The catamaran, a twin hulled craft,

of shallow draft and the fastest sailer of the three. Good for beaching but the desirability ends here in my opinion, even being sailed by experts. They sail reasonably flat-up, but any angle of heel approaching 45 degrees... thanks, I'll have my "bot-toms up" in the coziness of just any old bar!! This is my experienced opinion!!

The trimaran, the design is basically a sailing craft and although unconventional, has much going for it. Few people will get sick on this type of boat. It sails "flat-up", will right itself from 90 degrees and nearly impossible to poop. It is comfortable and very roomy (as boats go), does not roll, pitch or toss as is common in the conventional mono-hull. They are fast sailers and from their shallow draft and three lightly displaced hulls even ghost along when there is no apparent wind!!

Now it's obvious I am biased in favor of trimarans. I own a 26-footer and have under construction a 40-footer.

If you are handy with tools you are welcome to take measurements of the 26-footer and I'll freely discuss design and construction to assist you. The evaluation of plywood indicates that when glassed it is second to no other hull building material.

The cost of buying a sailboat will compare roughly, per foot, that of the conventional powerboat. For any other information you may feel free to call me. Bill Moxley, phone 277-1607 evening 5 to 8 pm. P. S. Thanks to the President for his sympathy and understanding, and to the Editor for finding so much space for this article!!

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Lack of Payment of Rent on time of a large group of Cabin Owners has forced me to write the following rules.

In the future all lot rents must be Paid in Advance by Checks made out to S. G. Brown and sent by mail to Apdo. No. 100 Puerto Peñasco, Son. so there will be no excuse for lack of Payments of Rent on time.

We prefer those who wish and can to make their payments at the beginning of the year for the full year or by six month periods (not compulsory). We will also accept without penalty all checks mailed monthly before the 5th of each month.

Any Checks mailed after the 5th of the month reach us too late to make our monthly tax payments in which case we have to pay a penalty on tax plus collecting fees, etc. So any letters containing rent checks mailed after the 5th of the month must carry a \$ 2.00 (two dollars) penalty a month.

Cabins 6 months behind on rent will be seized and sold unless arrangements have been made with this office and you get a written acknowledgment to this effect.

Please mention on check, number of cabin and period of payment made.

Thanks.

-S. G. Brown

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Fish at Cholla? Marcello Shows Off Cholla Minnows

Now to the person who doesn't want to go out to the reefs or wants to surf fish, there are trout and mackerel to be caught trolling or surf casting near shore on the rocks and sand beaches or on the bottoms depending on the season. Mackerel sometimes can be seen by millions in schools feeding on anchovies or sardines. The big king mackerel of which one we caught was nearly 10 pounds, are real fighters. There are also yellow fin and the smaller pompano, but I'm getting ahead of my story. People will swear I'm a mean hunter, but I say that I am not. If I used a hand line, I would have to agree. I see no sport connected with a hand line. It could be called accomplishment, but not really sport. We fish for both big fish and little fish.

By the way it's nice to have old blankets or rags to wet and cover your larger fish with particularly in the summer. We put our small fish in wet burlap bags. Never drag fish behind your boat or in the water. Put them all in the boat unless they are so big that you must drag them. Our guide also warned us that large sharks sometimes like to lay on top and take sun baths, so watch ahead when speeding. You can hit other things too such as drifting logs or wood, among other objects. Be careful of fire from cigarettes. Your boat can burn up, and as I mentioned about treading water before, it's a long way back to shore--16 to 22 miles.

We drink only fruit juices, coffee and water when out on the water, al-

though we can see and understand if someone likes to take along one or two cans or bottles of beer. However, we go along with highway posters which warn that drinking and gasoline don't mix. We might give the same warning and say instead, that beer, salt water, and gasoline don't mix well either. I think I have exhausted all the information and advice I can give on the chase for the big ones.

One thing more though. Respect by keeping a safe distance any neighboring fishing boat. Not long ago we were out by ourselves, and suddenly out came two boats. We jokingly bet which boat would pull up our anchor or our buoy. It so happened that one pulled up the anchor, and the other boat pulled the buoy, thereby pulling us out of the fishing hole we hunted so hard for. Then it takes about another 1/2 hour to get the anchor up, the buoy replaced, and the anchor placed again. Sometimes it can never be gotten back on the exact spot, because a hole may not be very large. This makes it rather disgusting. It can happen to anyone accidentally and occasionally it does, but try not to let it happen to you. You'll all be happier, because if you happen to be the one who hooks the big fish, you won't be so apt to lose it, and you will have a better chance of bringing it in if it isn't hooked around someone else's anchor or buoy. Be a good sport. A safe distance from another boat is no closer than 150 feet, and better yet 200 to 300 feet. If you should want to follow someone else who has hired a guide, ask him first, and at the end of the day I think it's a good gesture to tip the guide of the person who obliged you, one dollar or even two dollars. Af-

ter all you did use his services. Car Insurance and Various Fees

Your own car insurance is usually good that far into Mexico, however, in case of a wreck, property damage, and body injury, the Mexican government does not recognize the American insurance companies. You can insure a car for property damage,

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Border permits are free at present, but most people leave a tip of about 50¢ for 2 people. Don't get the wrong impression. You can over-tip, but at this particular port these people make their living on the tourists who come here to fish. They work for you, and they are there to help you in many ways for a fair price. They get 10¢ a fish when they clean your fish for you. Soon they will charge by Kilos. A guide's fee is \$10.00 a day. They will give you good service if you are fair with them. I believe the fishing fee is 80¢ per person for 3 days, and under \$5.00 for one year. This applies also to surf casting.

Live up to the rules like a proper person and be a good sport, find the place to pay your fee and do so. Don't wait for them to seek you out. Make sure your camp is cleaned up. Put your trash in the barrels. Don't break beer bottles on the rocks and

throw beer cans everywhere. Be a good tourist, and don't give a bad impression of Americans. Be a little humble, and maybe this will be a port and place of enjoyment for you for a long time. Perhaps then they won't say as they do in some places-----"Yankee, go home."

Good luck and good fishing. I hope all your big ones don't get away.

Water and Electricity

Important to All Choya Bay, Son. Mexico Cabin Owners.

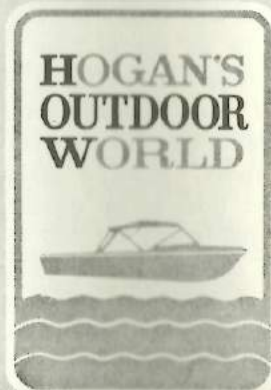
A study is being made to determine how many people are interested in having electricity and running water in the Choya Bay area.

Electricity will cost approximately \$ 6.00 (six dollars) a month, water approximately \$6.00 (six dollars) a month.

All people interested or not, please send your names, full address, telephone no. and zip code, specifying interest to S. G. Brown Apdo No. 100 Puerto Peñasco, So. Your name and address will also be used to form a Choya Bay Directory.

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In recognition of the fine job of passing out Christmas presents at Cholla that Harry Capen did last year, he has been volunteered to do the same thing this year. He wants to start collecting things now to distribute next Christmas. He would like everyone to bring a pair of tennis shoes to the next meeting. If you don't have a pair of tennis shoes to spare, bring a pair of any kind of shoes. Let's help Harry be an even better Santa Claus this year than he was last year.

-Tom Burch

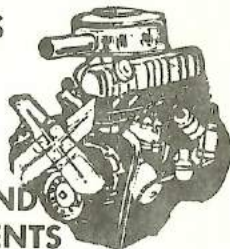
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(50%) to: _____ if living, otherwise to my estate.

Signed at _____ State of _____

This _____ day of _____ 19____

Witness

Signature of Applicant/Member



By Mel Jarvis

With the weather starting to turn warm, the boaters are starting to get that fever that pops up about this time of year. A few have already made it out to the lake, only to find the old outboard didn't run too good, or not at all.

You Cholla Bayers, be sure it will run before you make the long haul to Cholla, depending on what you are

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running, outboard, inboard/outboard or, like me, an inboard. I'll try and list a few of the spots you will have trouble, if your rig was in storage all winter, and you forgot to winterize it last fall.

First of all the fuel system... if it's an outboard just for kicks pull down the carburetor and put it in the cleaner. It may save you a lot of trouble. The engine may start and it may even run--until a hunk of varnish (hardened oil, and old, dried up gas) gets loose and floats around in the carburetor until it finds the spot that will give you the most trouble.

Check the fuel pump and look the fuel lines over. Bend them, try to tie them in a knot. If they won't take that, then they should be replaced. Check the O rings in the fuel line connectors, see if they are cut or have hunks out of them. They are very easy to replace. In fact they should be part of your spare parts kit.

If you forgot to clean out that six gallon gas tank last fall and left a gallon of gas or so in it, check it close. A varnished gas tank can really foul a fuel system. About the only way I have found to clean a tank, is to take it to a radiator shop and let them boil it out in their caustic tank

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On the OMC 1/O's, the carburetor is in a hot spot, 120 and 150-155. Carburetor pumps dry out and will cause a flat spot in acceleration and hard starting.

Lower units and out drives should be serviced. If you check and find water at the lower drain plug, depending on how much, it may be wise to have the unit taken down and change the seals, for that's how the water got there in the first place. If you have to use a Phillips screw driver to change the grease in your outboard lower unit, you are taking out the wrong plug.

Most anyone can check out their engine in their driveway. All it takes is a flushing device. If you have an outboard DO NOT run the engine above a fast idle or 1000 R. P. M. 's. On the 1/O's, high R. P. M. 's are O. K. on the engine. I do not recommend running the outdrive at high R. P. M. for any length of time, as there is no load on the gear train, and could cause damage to the gears. If a trip to the Bay was your last time out last fall, and you have had the rig in storage all winter, how about pulling the prop off (if you can), and shining up the prop shaft. You know, if you do this every three or four trips, it's an easy job to replace a drive pin or prop, if you should ever have to. Wouldn't you say so, "Bob"-?

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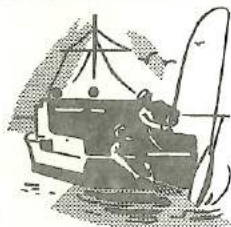
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**FISHERMEN versus
SCUBA DIVERS**



By Wayne Wood

As you have probably noticed, more and more scuba divers are appearing around the Cholla Bay area. In talking to the different groups, I find there are several diving schools that take their check-out dives around the Cholla Bay area, also there are several diving clubs that use this area.

It seems that most of them are young men either in their last year of high school, college students and some young men with families. Now these are young athletes that have gone through a very rigid swimming course and have had a lot of book work to pass in order to receive a scuba diving certificate. A far cry from the "Hippies" you see roaming the streets.

As illustrated on the cover by Bill Valentine, one of the most dangerous things to scuba divers are boats.

There are several ways to look at this, one is "if you can't lick them, join them" as I did, also as Mel tried. However there is a special diver's flag that should be flown by divers, either on the boat, if they are using one, or on a buoy in their

immediate diving area and I would like for all of us to be able to recognize the diver's flag.

As for my own experience, recently Bob Morris and I anchored over a small reef just out from Tucson Beach. We had tied our diving flag to the radio antenna of my boat before we left; however, not good enough. Yes, we had lost it somehow. Our first mistake, we dove anyway. While swimming along the bottom in about 25 feet of water we ventured quite a ways from the boat. In 25 feet of water, boats overhead sound pretty close.

When you are not sure of the direction of your boat and would like to surface to spot it, yet afraid if you do, you may come up into the path of an oncoming boat you suddenly realize the importance of a diver's flag.

In other words it is just as important for a diver to fly a diver's flag as it is for us fishermen to respect it. So whenever you see a diver's flag, pretend it is like the rocks that stretch out past Pelican Point and give it plenty of room. It will be appreciated.

Let's let our Search and Rescue Chairman, Bob Párnell have lots of time for fishing this year.

TIDE CALENDARS

Arrangements have been made to sell the Tide Calendars at the monthly meetings of both the Phoenix and Tucson Chapters for \$1.00 each.

THE JUGETE FOR SALE

21 foot cabin cruiser with 283 Chevy inboard. Painted and reconditioned last year. 4 wheel trailer. Harold Johnson, 3002 W. MacKenzie, Phoenix, Arizona.

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Make the AJO
GULF STATION



a "must stop" on your way down and
back from Cholla Bay.

Paul Colorich — Jack Cameron
Club Members



Clams used with spaghetti make a tasty treat for those who like their succulent flavor, but are not fond of eating them steamed or fried. The following recipe makes an excellent dish for a quick meal; however, as in regular spaghetti, the flavor increases if you make the sauce ahead and reheat for use later.

Clam Spaghetti

- 1/2 cup olive oil
- 1 onion, chopped
- 6 cloves garlic, minced
- 3/4 cup chopped parsley
- 1 pint minced clams
- Salt and pepper
- 1 package thin spaghetti, cooked

Heat olive oil in large skillet or electric frying pan; add onion, garlic and parsley. Simmer about 5 minutes or until onion is tender. Add clams and seasonings; simmer a few more minutes. Add spaghetti; heat

to serving temperature. Yield: 4 servings.

-National Fisherman

Clamburgers

- 1 pint clams chopped fine
- 1 egg yolk, well beaten - or 1 whole egg
- Small amount prepared mustard
- 1 cup cracker crumbs
- 1 teaspoon salt
- 1/4 teaspoon pepper

Combine ingredients in order given, and mix well. Add small amount clam juice. Form in round cakes and fry until golden brown in hot fat about one inch deep. Drain and serve very hot.

Clam Casserole

- 2 cups clams, with juice
- 1 cup cracker crumbs
- 2 tablespoons chopped onions
- 3 eggs slightly beaten
- 1/2 cup milk
- 1/2 cup cream style corn
- 2 tablespoons melted butter
- Salt and pepper to taste

Combine all ingredients and put into buttered casserole. Bake 45 to 60 minutes at 350°. Serves 4.

-National Fisherman

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For Coot's Sake



I don't know how many of you have seen a Coot--the kind with wheels instead of feathers--nor how many of you read about them in the Arizona Republic or Time Magazine. But I did. Probably everyone else in the Club that had the same experience managed to resist the temptation to buy one, but I didn't.

These contraptions are supposed to go almost anyplace except up in the air. They have 4-wheel drive, positive traction, an articulated body and are supposed to be able to climb a 75% grade and go over rough ground, soft ground, including sand and mud and also it can swim. Anyway I decided that it would be just the thing to go shell-collecting with at Cholla and bought one.

I took it down to Cholla and put it through its paces on Black Mountain,

the Cholla Bay sand and mud flats and the Cholla estuary. So far it's behaved pretty much as advertised, but I had a few uneasy moments when I got into about eight feet of water at the estuary and then couldn't climb out the steep bank. I just backed off and found a place where all four wheels could get traction and then came out O.K. I'll have some slides and movies at the next Chapter meeting in Phoenix.

-Tom Burch

Cholla Club Emblems

A silk screen for stenciling the Club Emblem on shirts, blouses, jackets, etc. will be at the April Phoenix Chapter meeting. Charge will be 50¢ each. Everyone should get several done. Arm or cap patches will also be available for \$1.50 each.

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Pay at the monthly meeting or send your check to **Mr. Dave Conner**, at P.O. Box 7171, Phoenix, 85001 or Verna Conslisk, 2570 E. Lester St., Tucson 85716.

PHOENIX SHELL CLUB

The "Southwestern Malacological Society" meets the third Wednesday of every month at the Arizona State University Zoology Building Room 163 at 7:30 p. m. Next meeting will be April 16. Everyone interested in shells is invited to attend.

**LIQUORS - FOUNTAIN
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Don't Miss Your Meetings!

PHOENIX--TUCSON

TUES. APRIL 8

8:00 P. M.

Phoenix:

Goettl Auditorium
2005 E. Indian School Road

Tucson:

J.C. Building
1115 E. Ft. Lowell Road



Register of Cholla Fish

AN APPEAL IS MADE TO ALL CHOLLA FISHERMEN TO HELP PREPARE A REGISTER OF FISH CAUGHT OFF CHOLLA. THE FOLLOWING INFORMATION SHOULD BE WRITTEN ON THE BACK OF THE PINK COPY OF YOUR CHECK-OUT SLIP:

KIND OF FISH
NUMBER CAUGHT
WEIGHT OR LENGTH
WHERE CAUGHT
ANYTHING ELSE YOU THINK OF
INTEREST

IF YOU CAN'T IDENTIFY THE FISH, GIVE THE OTHER INFORMATION ANYWAY. IF IT'S UNUSUAL, TAKE IT TO THE OCEANOGRAPHIC STATION AND, IF NO ONE IS THERE, TAG IT AND PUT IT IN THE BARREL OF FORMALIN ON THE PATIO.

THE RESULTS WILL BE SUMMARIZED AND PUBLISHED IN THE CHATTER FROM TIME TO TIME.

-TOM BURCH

Need Information!

I am interested in finding out if there is any cabin for sale in Cholla Bay, or trailer. Mrs. Rhodess, 1105 N. 2nd Avenue, Ajo, Arizona.

All people who use the radio facility at Cholla Bay should be members of the Cholla Bay Sportsman's Club.

★ NOTICE ★

All watercraft boat owners and owners/operators of watercraft servicing facilities are hereby advised of regulations of the Arizona State Department of Health regarding the disposal of wastes from watercraft.

ARTICLE 2, PART III, SECTION V
SEWAGE DISPOSAL

FROM WATERCRAFT

REGULATION 1. Discharge of sewage from Boats Prohibited.

No boat, houseboat, or watercraft of any type, shall be equipped with a marine toilet so constructed and operated as to discharge any sewage directly or indirectly into the waters of the State, nor shall any container of sewage be placed, left, discharged, or caused to be placed, left or discharged in or near any waters of the State by any person at any time.

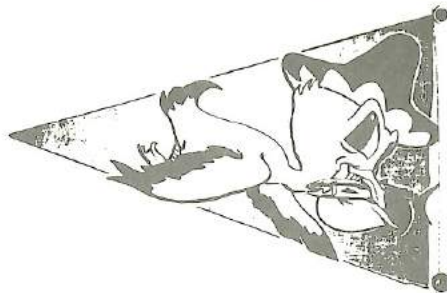
REGULATION 2. Unapproved Type Toilets Shall be Sealed.

Watercraft with marine toilets so constructed as to permit sewage to be discharged directly into the waters of the State shall be locked and sealed to prevent usage. Chemical or other type marine toilets with approved type storage containers shall be permitted where adequate, dockside disposal facilities are provided.

REGULATION 3. Dockside Facilities

- a. Every dock servicing watercraft shall have, conveniently located thereto, approved type toilet facilities for men and for women.
- b. Every dock servicing watercraft equipped with toilets shall provide approved sanitary facilities at dockside for the disposal of sewage from watercraft toilets.

CBCS BURGEE



The official Club Burgee is now available for \$2.00 at both Chapters. In U. S. waters the Club Burgee should be flown from the bow staff and the yacht ensign from the stern staff on powerboats. The Burgee is flown from the masthead on sailboats. In foreign waters, however, the flag of the "host" company should be flown at the bow staff according to Chapman in Piloting and Seamanship. Since two flags should not be flown from the same staff, the Club Burgee should be flown from the mast. Those of us without masts presumably should erect one.

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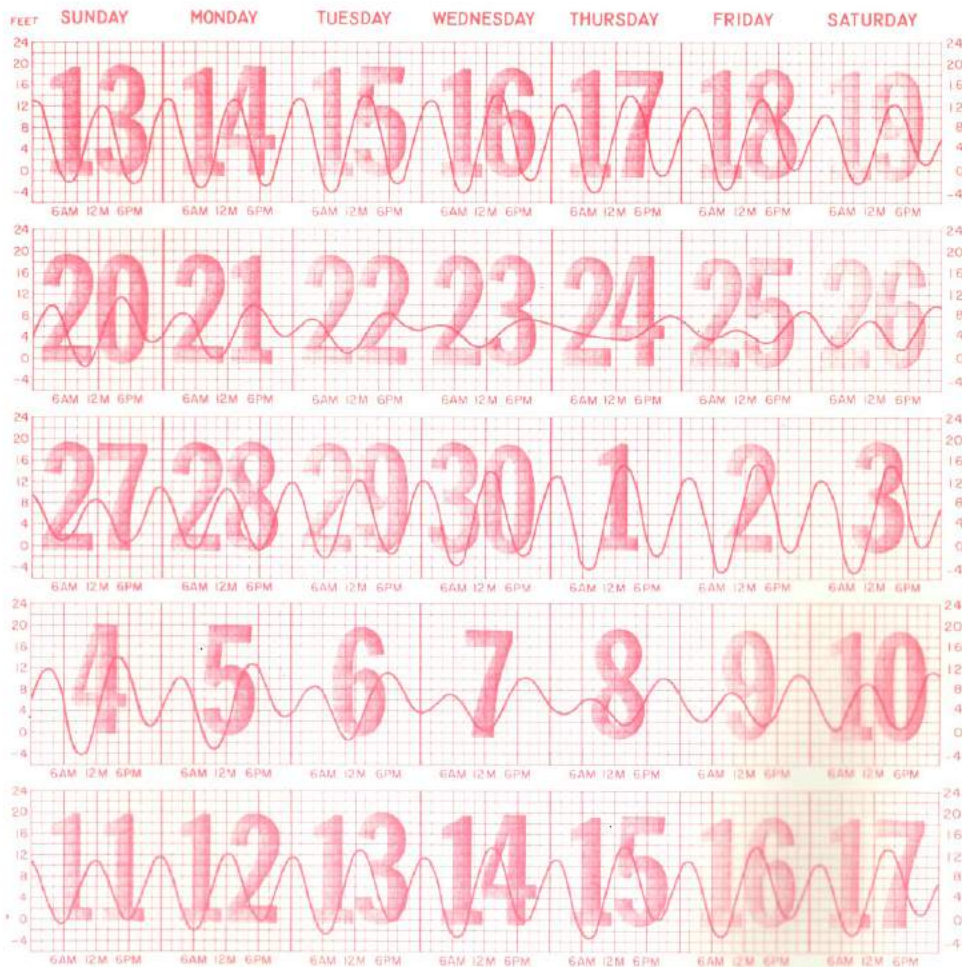
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