

CHOLLA CHATTER



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CHOLLA CHATTER

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

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CALENDAR OF EVENTS

AUGUST 10, 1973
PARTY AT GERMAN-AMERICAN
CLUB - PHOENIX

AUGUST 19, 1973
PICNIC, MT. LEMMON - TUCSON

SEPTEMBER 1973
PHOENIX PICNIC

OCTOBER 14, 1973
PICNIC - PHOENIX

DECEMBER 10, 1973
POT LUCK - TUCSON



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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.

FOR MORE ON THE SAND DOLLAR,
SEE PAGE 16.

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THE LISTENING SHELL OF PHOENIX

By Mary Fran Taylor

Phoenix has a Dance & Dinner planned. The one last year was a great success and a bigger one is planned for this year.

Tucson members are invited to attend. And there will be door prizes also. Everyone welcome.

FOR TICKETS, contact Harris Warren and Nancy Hylton, Phoenix, and Harry Barker in Tucson.

| | |
|----------------|---|
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| | PRIZES FOR COSTUMES \$5.00 |

There will be a special drawing at the above Mardi Gras Dance & Dinner, for Three-Days-of-Fishing, donated by H. & M. Landing. Tickets are available from Harris Warren in Phoenix, tel. 943-5548, and from Harry Barker in Tucson, tel. 298-4448. Need not be present to win.

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By Mel Jarvis

Happiness is having a new boat, be it a 12 foot fishing boat or a 24 foot Cholla Bay type craft. The size and how the boat is used determines the equipment it should have on board and how it is rigged.

The 12 foot fishing boat with running lights, life jackets, anchor, anchor line and oars or paddle, and if it has an out-board engine, and of the right O.B.C. rating, is a safe, well equipped boat.

I would add to this a Coast Guard approved fire extinguisher. If the boat is carrying gas on board, and many laugh at this, but you can't run very far in a 12 foot boat if it is on fire.

The skipper who uses his boat at the Bay should take care in how his boat is equipped. There is standard equipment that every boat should have on board at all times, such as anchor, anchor line, fire extinguisher, paddle, and life jackets for each person on board. The Coast Guard has a list of required equipment and you must have this equipment on board before you can launch your boat on some of the lakes in Arizona. This list can be

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picked up at most sporting goods stores. All boats that fish at Cholla should have the standard equipment, especially inboards. Two (2) fire extinguishers, one a 5 lb.; two (2) anchors, one for fishing, the other just in case. The anchor line should be at least 300 feet, also there should be spare line on board for towing, extra anchor line, etc.

Flares - there are many types to choose from, also dye markers just in case a plane has the job of finding you if you do get lost.

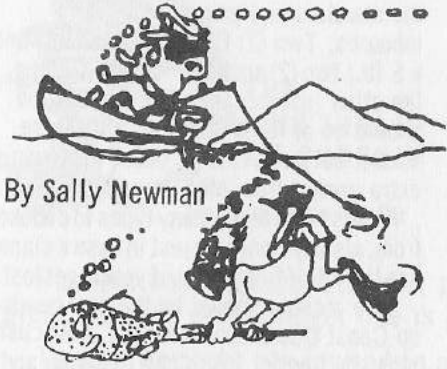
Life jackets should be the new heads-up Coast Guard approved type. Also cushions are fine for lakes and to sit on and they are Coast Guard approved, but they can get away from you in the water. The jacket is more suitable for the waters of Cholla Bay.

Fitting out the boat is at the skipper's and second mate's (your wife) discretion, which includes: depth finders, radio, C.B. or Marine; compass (this is a must), barometer; speedometer; pole holders; outriggers; bow rail (very good for your people if you let them ride the bow) and many other goodies.

As for installing, all deck gear should be through-bolted and backed up with 1/2" plywood, if possible; also a good bedding compound should be used, a type that does not dry hard, to seal the bolt holes.

On the Debbie J, I use a short chain bolted to the end of the bow eye bolt and then bolted to the inside of the fore deck chock that I tie my anchor line to. It is possible to pull the chock loose or off, either by force or accident. This chain would save your anchor and anchor line and would still hold your at anchor.

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By Sally Newman

We wish a speedy recovery to all those members who are feeling under the weather.

Tucson's Picnic Chairman and Co-Chairman are busy planning for a lot of fun and games at the up-coming POTLUCK picnic at Mt. Lemmon, Aug. 19 at 1:00 p.m. in Lower Rose Canyon. Watermelon and pop furnished.

So come and join in on the fun.

SPECIAL NOTE: We are moving to a new meeting place, starting next month. Same time, new place. Address: 2180 N. Wilmot. See you there.



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By Mel Jarvis

Every time I take the carburetor apart during the tuning of an engine and I find water in the carburetor bowl, I stop what I'm doing and walk over to the boat that I took the carburetor from and start looking for the fuel tank vents or vent.

Most of the time I find them installed along the bow of the boat up forward, or about midship below the gunnel of the boat, right where the spray can be sucked in or in rough water they may be under water at times.

I'm sure that most of you know that when fuel is taken out of a tank or container, something else must take its place - or we have a vacuum and the engine will stop, because the fuel pump in this case can not overcome the vacuum and will stop feeding fuel to the carburetor. So we must have a vent to the tank from the outside air to replace the fuel used by the engine.

It is surprising how much air is drawn into the tank when the engine is running at higher speeds and also how much water is pulled in with it if the water is close to the vent, such as spray off of the hull.

All fuel tank vents should be installed as high as possible on the hull, up to the rub rail if possible and also the vent hose should have an up-turn in it before dropping.

CONTINUED ON PAGE 11

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the log of the GRAN PASEO

NOTE FROM MEL JARVIS: The following is the first pages of the daily log from the 32 foot Gran Paseo out bound from San Diego and headed for Cabo San Lucas, and Cholla Bay, Mexico. I hope you enjoy reading this, as I'm sure there is a lesson here we all should heed as the Cholla Bay skippers study the maps and plan their next extended cruise. It sometimes takes more than a good ship and good equipment.

Captain: E. J. Fieldhouse

Pilot: Ray Abbott

32' Leuhrs Twin Perkins Diesel

3/19/73 - Being in all respects ready for sea, with 2 barrels diesel on bow, and 2 on stern, for the passage to Turtle Bay, we cast off from San Diego, bound for Cabo San Lucas.

Departure time, at Point Loma was 0945, course 165. Changed to course 149 at Puento Desconso. Sea calm, wind light, N.W.

Arrived Ensenada break water, 1530. 59M. Contacted broker for clearance papers for the 20th.

3/20/73 - Due to change of name, this took more time. Heavy rain all day. Remained tied to anchor buoy.

3/21/73 - Morning brought black clouds, and 6' swells outside breakwater at 0500. Calmer at 0800. Decided to take a look outside breakwater. Port alternator not charging. Fiesta in town for birthday of Juarez, most places cerrado. Found small generator shop open and owner and helper removed alternator for checking at shop. Tough job since hatches could not be opened, due to barrels of diesel fuel on deck. Replaced alternator with a rebuilt one. Alternator \$30, Regulator \$10 - 4 hours labor, 2 men \$10. Took slides of Dempsey's Casino - Open one night, closed by Mexican Government, with pressure from Las Vegas.

3/22/73 - Raised anchor 0600, sea rough, port warning light for V. drive stayed on. Returned to anchorage, went ashore to find mechanic. Mechanic checked drive, 1600. Pressure O.K., not recording properly. 1 hour \$4.00

3/23/73 - Wind 20K, seas rough. Sent pilot home to Tijuana, to return for early Sunday departure.

3/24/73 - At anchor. Water tanks empty. Took on 60 gal. Bought some provisions.

CONTINUED ON PAGE 9

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CLUB MEMBER

THE LOG OF THE GRAN PASEO - CONTINUED FROM PAGE 8

3/25/73 - Departed Ensenada 0530. Sea calm, wind light. Course 244 to Todos Santos, 164 to Santo Tomaso, 151 to Colnett. -65 miles.

Anchored at Colnett 1230. Pumped diesel fuel from stern barrels to main tank. Gravitated 15 gals. from bow barrel to main, after checking engines. Added water to engines and generator, qt. of oil to generator, none to engines. Balance of diesel on bow to stern barrels. 124 miles, 111 gals. fuel. (Salad, Potatoes, Rutabaga & Steak).

3/26/73 - Departed Colnett 0600. Sea calm, light wind, clouds part way. Course 151. Saw seals and whales. Arrived San Quintin Bay 1030. 50M. Decided to stop and fish. Winds came up. No fishing. Very good anchorage behind reef. Called Donna. First call through on SSB. Very good reception. Used radar today, also very good reception. Made much better time today, with fuel transferred, using trim tabs.

3/27/73 - Departed San Quintin 0530. Sea calm, wind 3k, N.W. Course 172 to Geronimo. Stayed outside to avoid Sacramento reef, kept to south 3 miles. Very extensive reefs here. Altered course to 116 for Pt. Canoas. Still early so set course 127 for Pt. Blanca. A beam at 1245. Colony of Sea Lions on beach. Barked all night. Afternoon winds came up to 60k. Blew all night. Sea running rough. Took first watch 2300 to 0100. Slept 0100 to 0300, on watch to 0500. Bent shank of anchor like a pretzel raising it with winch. Best distance yet 117KM.

3/28/73 - Departed Pt. Blanca 0530, course 138 for San Rosalia Bay. A beam at 0900, 35m. Good anchorage around Pt. in 4 fathoms. Seas high, wind to 50k all night. No watch. Ship rolled all night. Not much sleep. Called Dale on KMI. Reception very good. Out of drinking water, except for 8 gallons of melted ice water in beer cooler and 10 gallons in hot water tank. Found fresh water going to sea thru dock side connection. Put on a gasketed cap, a little late.

3/29/73 - Sea very lumpy. Winds moderating. It would be a rough crossing to Cedros Island today, and no place to go if necessary, so we are laying up for today.

3/30/73 - Departed San Rosalia 0525 for Lagoon Head, and Black Warrior Bay. Course 132. Seemed too long to get there, so I took shore boat in to construction camp - rowing. Turned to look where the shore was. Big mistake. Boat swamped, turned over. I came out the other side, with pipe in mouth smoking seawater and an oar in each hand. Fortunately it was shallow. Righted boat, pulled it to shore. A Mexican boy came down to beach, gave me directions in Spanish, and took boat and me upshore a ways where surf was calmer. Pushed boat out, bow first, past breakers, climbed in, and rowed back to the Gran Pas-

CONTINUED ON PAGE 12

A Fool Learns About Boats

By Al Scott

At the end of my last story, we had filled the gas at Sonoyta, and we had got part gas and part guck, muck and little fish tails. We are fifteen miles out with a dead motor, and no spare. Well now, this predicament calls for some expert thinking of the boat captain, which is me.

Now that I have had several years on the "Swan", I felt I could cope with any situation that calls for expert seamanship. After all, it was my idea to fill the gas tank at Sonoyta so I could save a few pennies. That alone, shows I was thinking like all good ship captains should do. One of my jobs as Captain was to keep the crew from going berzerk and committing mutiny. To prove I had before hand thoughts in mind, I had put a couple of five gallon jeep cans of American gas for safety as I always do. As we worked on the fuel line, we kept looking at Cholla Bay as if we thought a miracle would happen and we would drift into Cholla.

Because of my past experience as a seaman and fisherman, I carried extra parts. No gas tanks, thank you, but extra oil squirt cans. I had two of them in the boat, large quart size. That proves I was thinking ahead, but I haven't figured out yet why I didn't have an extra gas tank for the boat. What did we do? Very simple. We didn't holler for help — we filled the two squirt cans with gas and squirted gas into the updraft carburetors. Soon we were on our way to Cholla.

One guy would be filling squirt cans while another would squirt gas whenever a motor would cough or spit. I don't think I would recommend this method to someone, but us ship captains must do whatever we can for the safety of our guests. We moved along very nice and before long were in shallow water in front of the launch area.

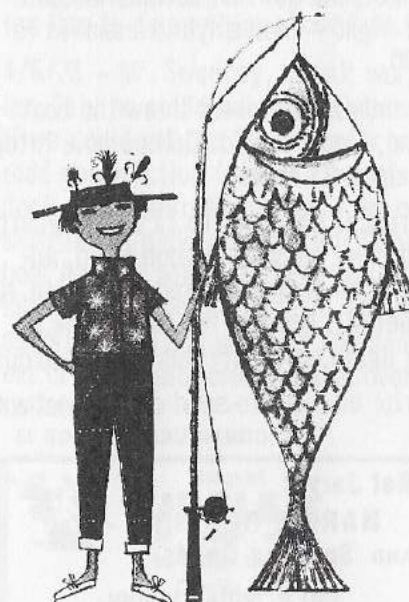
The method of launching boats or loading boats in those days was to push the boat and trailer out into the water until it floated, and when you came in, push the trailer out until the boat would float onto the trailer. Then you would tie a long rope onto the trailer and pull both out together.

As we were now in shallow water, everyone goes over the side and starts wading to shore to get the trailer. Using the old tradition (the captain never leaves his ship) I would hold the boat while the other guys would go for the trailer. You must admit, ship captains are smart. We spent much of that night cleaning out the gas tank and fuel lines. The next day was a fine trip to the sand dunes. The fishing was something else. So as our weekend fishing was over, we all agreed it was a good trip. With a lesson learned about gas for your boat. Since that time years ago, the

"Swan" gets only the best that is made.

I now end my story with a tip. You won't believe what happens to me and Harry on our next trip to Cholla Bay.

CONTINUED NEXT MONTH...



SPARK & SPUTTER

CONTINUED FROM PAGE 7

ping to the tank.

Care must be taken not to kink the hose and stop the venting of the tank. Many times, if I can, I make a small round loop in the hose to the thru hull vent. In some installations, water traps are installed, but you must service this type of vent installation.

The next time you find water in your fuel tank or carburetor, see where the tank vent is installed.

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eo. Starboard alternator quit charging. Glad we replaced port alternator at Ensenada. Also glad we installed new batteries before leaving San Diego. Both batteries charging on port alternator.

Arrived Lagoon Head 1330. 35 miles. Good anchorage in 2.5 fathoms. Called Jan on radio. Reception unintelligible.

Wind 8-10 knots to 1100- thru 20-25. 5 to 7 foot swells.

Think we are low on fuel — no gauge. Drained last drops from deck and bow barrels (12 gallons). Saw two pickup campers on beach, 3 miles from us. Lots of Porpoises played with boat today.

3/31/73 — Tried to find entrance to Laguna Guerrero Negro. Water rough — 4-5 foot waves. Could not locate entrance. Back to Lagoon Head anchorage. Ray rowed ashore and went to town at Black Warrior Bay with the campers — Americans on vacation. Supposed to bring back pilot, but got instructions instead. Came back in taxi — got stuck in desert all night — too many rattlesnakes to walk after dark. Got back to boat about 0600.

At low tide, our anchorage turned out to be only 5'. Breakers threw the boat like a cork all night. Black as sin. All alone, I was scared. Drilled hole in top of fuel tank. Had 40 gals. left. Awake and up at 32 hours.

4/1/73 — Tried again for Black Warrior entrance. Waves up to 12'. Very glad to have experienced pilot aboard. Gave up and came back to Lagoon Head, anchored further out, "The wind blows and is never weary". Tried to cal. Jan. No clear contact with WMI. Down to 30 gals. fuel oil. Drained hot water tank for water. Starboard alternator started charging again, as mysteriously as it had quit.

4/2/73 — Kept trying to contact Black Warrior on radio to send out tugboat with

CONTINUED ON PAGE 13

fuel oil and pilot. Reached "My Gal Sal" 60' fishing boat holed up at Cedros Island because of bad weather.

4/3/73 — Nice calm day. Spent this day ashore, looking for a way across to Manuel Bay, looking for clams. Found some chotes, like clams, but very small in a large shell. Boiled them in salt water a half hour, ate one with cocktail sauce, threw the rest away. Talked to Barbara in Indianapolis.

4/4/73 — Ray tried to cross bar in shore boat. No luck. Spent day on boat. Called Donna.

4/5/73 — Ray tried bar again. No luck. Both went ashore, pulled boat over sand about a block to Manuel Lagoon, carried motor, tank and oars across. Lagoon very shallow in places. Had to get out and pull boat in 6" of water and less. Finally ran out of lagoon. Left boat and walked through bogs and over sand hills with scrub brush, about 6 miles to highway. Caught a ride into town, too late to do anything about fuel. Went to a motel (?) \$4.00 for two.

4/6/73 — Mr. Sweeney, at salt works, was supposed to help us get fuel and water. Said he could not do it. One man agreed to take fuel out in skiff for \$300.00 if we could get the fuel. Finally talked to a customs man, who arranged with road construction firm for 7 barrels of diesel, \$81.00, truck to haul 6 barrels to dock at Guerrero Negro, and take one barrel to Manuel Lagoon, where he had a skiff in his pick-up truck. For \$82.00 (final bill \$282.00, had to pay or have boat held by police, with delays plus penalties). Had 3 boys with us. Two took skiff out of lagoon to ocean. The rest of us, and the barrel of diesel, went thru desert, marsh and what-not, on sand roads, to the beach. Had to stop and dig out of sand quite often. Truck overheated. Had to put salt water from bogs in radiator.

TO BE CONTINUED...

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FROM THE EDITOR'S DESK

I want to thank this person for taking the time to write. For without this, we would just go on doing these things and not improving on what should be done. Which in turn is just common sense. We can enjoy our visits to the Bay even more, and so will others...

Letter from a Concerned Member

Dear Editor,

This concerns the dumping of unused bait plus the dressing of fish at individual lots, just leaving the mess lying around to attract flies and become odorous. It invites coyotes into the area. This "stuff" should be dumped back in the water or down where the fish cleaners do their cleaning as the birds and crabs, etc. quickly clean it up. That way there is no problem.

Putting this type of garbage into plastic bags and into the refuse containers does not solve the problem, as some wild, fuzzy, long-tailed, big animal has been observed tearing these plastic bags open.

"Do Unto Others" - take a few minutes more to properly dispose

of the unused stuff as described, or even bury it. Remember that you didn't come down to your cabin to be offended by the smell or the sight of this offal.

Signed,
A Club Member

THANK YOU!
Keep those cards and letters coming. This magazine is your voice.



By Jane Putnam

Though this is a third generation recipe, it is another of those which have never been written down. It's essentially a New England 'receipt' for QUAHAUG CHOWDER, but it makes up as well with Mexican clams, and makes a fun meal at the shore on any coast.

The main ingredients are clams, salt pork, onions, potatoes, and simple seasonings - and the real capper - cream. The proportions are easy. To each cup of clams, used a cup of potatoes and a half cup of onions.

First, take a chunk of salt pork about as big as your fist, mince very small, and fry until golden brown all over in the bottom of a large kettle. Cool. Add potatoes, onions and clams, all of which have been coarsely ground in a meat grinder (or diced very small), along with their juices.

Add enough water to barely cover all, and some salt and pepper, and boil lightly until potatoes are thoroughly cooked, about a half hour - and by then the clams should be tender. If they are not, then simmer some more. Stir constantly in the beginning, and see that there is enough liquid to prevent sticking.

This must be served extremely hot, for into each soup plate of chowder pour a half cup of heavy cream, stirring slightly. Float a pat of butter in the center and hand around to family and friends. They'll love it and will be back for seconds before you ladle your own!

New Englanders are wont to serve sliced tomatoes, corn on the cob, and good sturdy soda biscuits along with. And such a combination sounds a bit Mexican too...



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How do sand dollars form?

Reprinted from the "Ask Andy" column,
Phoenix REPUBLIC-GAZETTE.

The sand dollar you find on the beach is a sort of bony skeleton. When alive, the modest little sea dweller was covered with a thick skin, plus a forest of tall or short prickles. He is a first cousin to the prickly sea urchin and both of them are second cousins to the starfishes. All of these small creatures form from eggs that are cast adrift in the salty sea.

Sand dollars and sea urchins are classed as echinoids, a name which refers to their prickly skins. The sea urchins are as round as door knobs and some measure 12 inches wide. The sand dollars are pancake-style sea urchins, ranging in size from a 1/2-inch to three inches wide. Although these simple little sea dwellers are well armed against most of their enemies, they prefer to live more-or-less in hiding.

Adult sand dollars squat on the floor of the sea, often partly covered with sand. Life begins anew when the summer sun warms their watery world. This is the mating season. However, there is no dating and the parents do not even meet each other. Instead, they strew millions of male and female cells into the hazardous sea. Unless pairs of cells meet and unite in a short time, they perish.

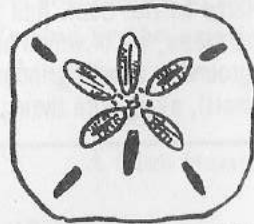
When a male and a female cell unite, they form a fertilized egg and the miraculous process of a new life begins. The egg cell divides, then divides again and again. This process is repeated until the budding embryo becomes an infant sand dollar larva. You would never guess that this frisky youngster is related to the stodgy sand dollars squatting down there on the floor of the sea.

It is a born swimmer. What's more, it has a head and a tail-end plus two opposite sides. This is most remarkable, for the parents are five-sided creatures, related to the five-armed starfishes. But

for awhile, the sand dollar larva lives the life of a two-sided animal. Later it gives up its freedom and sinks to the bottom. There the body goes through a drastic remodeling. Eventually, it becomes a prickly, flat, five-sided echinoid, just like its parents.

For a long time, biologists were puzzled by the way in which a sand dollar forms. Now they suspect that its strange life story tells an even stranger story of the past. Perhaps sand dollar ancestors were swimmers. Biologists suspect that many millions of years ago the adults resembled the larva sand dollars of modern times. Gradually the family gave up traveling and became stay-at-homes.

This theory is logical. We know that many animals change their habits and even their lifestyle in order to survive. We know that life in the hungry sea is very risky and only a small number of sand dollar larvae survive long enough to become adults. It seems reasonable that their remote ancestors gave up swimming in order to survive.



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 From 2 H.P. to 135 H.P.
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296-5752

AN IMPORTANT SURVEY

This survey is to get the opinions of club members on fireworks, loud vehicles and speeding in Cholla.

Mr. Gus Brown has volunteered to enforce any reasonable regulations that the club wishes in the Cholla Bay area. Many complaints have been received on the following issues but no action can be taken until Mr. Brown can have some evidence of club support. In order to find out the wishes of the club, we would like to have each member complete this form, clip it out, and mail it to Bob Morris, P. O. Box 5904, Tucson 85703. They will then be given to Mr. Brown for appropriate action.

| | Yes | No |
|---|--------------------------|--------------------------|
| I would like to see the termination of excessively noisy vehicles. | <input type="checkbox"/> | <input type="checkbox"/> |
| I would like to see the 12 M.P.H. speed limit enforced. | <input type="checkbox"/> | <input type="checkbox"/> |
| I would like to have no fireworks or excessive noise between 10 P.M. and 8 A.M. | <input type="checkbox"/> | <input type="checkbox"/> |
| I would like to have all fireworks banned in the residential Cholla Bay area. | <input type="checkbox"/> | <input type="checkbox"/> |

Remarks or other changes you would like to see:

MUST BE SIGNED _____

On the Way to Cholla Bay

**MERRITT'S
ICE DOCK**

Gila Bend

Beer Soda Pop Ice

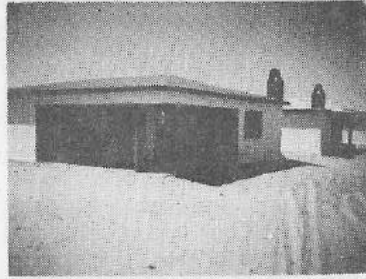
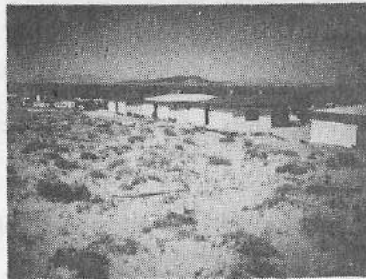
Right on Highway 80

BUY ARIZONA
Nothing Happens Until It's Air Conditioned

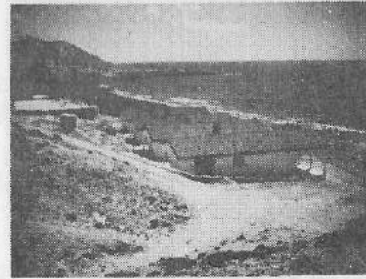
GOETTTL
Our Conditioning

20th Street at Indian School
"If it's made of metal call Goettl"

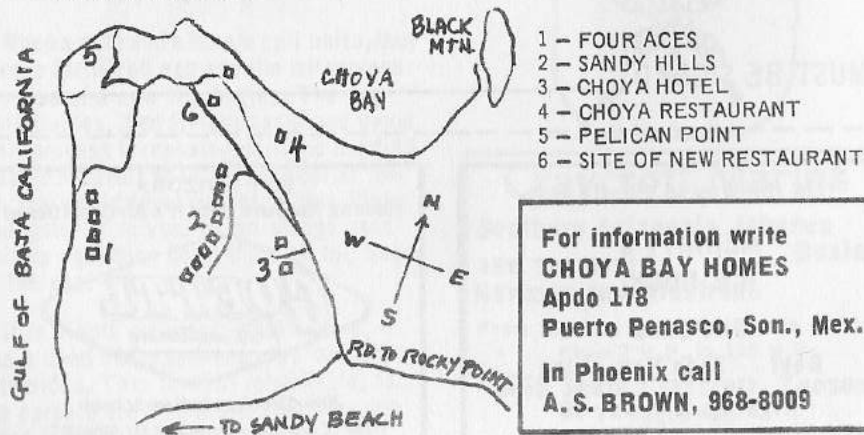
**VISIT BEAUTIFUL CHOYA BAY!! JUST 6 MILES NO. OF
PUERTO PENASCO, SON., MEX.
SEE NEW, SOLID MASONRY - WELL!BUILT HOMES
AT REASONABLE PRICES... SOME ARE AVAILABLE NOW
FOR IMMEDIATE OCCUPANCY.
(Ask about custom built homes)**



The homes above are part of the new SANDY HILLS subdivision which faces Choya Bay and Black Mountain. Built on lots measuring 62x60 ft., the houses are 1 and 2 bedrooms. Total construction area measures 1184 ft. Prices, \$6950 thru \$7950.



These homes are the FOUR ACES on the gulf waterfront and the total constructed area is 1300 sq. ft. There are two bedrooms in each. All have Spanish tile roofs, ceramic tile floors and fireplaces. Prices from \$12,950. (All prices are subject to change without notice.)



For information write
CHOYA BAY HOMES
Apdo 178
Puerto Penasco, Son., Mex.

In Phoenix call
A. S. BROWN, 968-8009

FOR SALE!



FOR SALE... '73 Three wheel Honda ATC 90 - Showroom condition, \$450.00. Phoenix phone 278-8430.

FOR SALE OR TRADE: Cabin no. 76 - 16x22' cabin, 12' x 24' boat house, 16' x 16' screened in sleeping porch on top. 18' boat with 2-40 h.p. Evinrude motors, outriggers, C.B. radio. Everything furnished, ready to go. Phoenix 276-1417.

FOR SALE... 40 ft. Cabrills Cruiser. Done over completely - like new. Has depth finder, auto pilot, direction finder, radio. Anchored in Cholla Bay. Phone Leonard Reichardt, Tucson 793-2072, day or night.

FOR SALE... Trailer at Cholla Bay - sleeping porch, walled cement patio, aluminum roof over all, sleeps 8, completely furnished including beds. Butane gas & wired for electricity. Less than 100 yards from boat launching area. Inez W. Johnson, P.O. Box 885, Green Valley, Az 85614 - Phone 1-625-4679.

**Tell 'em you saw it
in the CHATTER**

FOR SALE... CABIN 219 - Living room 17'x34' - 27' trailer - complete bath (hot water) - Bar - Metal Boat House 35'x14'x13' - Completely furnished - Auto. Power Plant (gas or butane) - Corvair sandbuggy. Phoenix 272-2205.

**CHOLLA CHATTER
ADVERTISING RATES
COSTS PER ISSUE**

| | |
|-----------------|-------|
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| 2 1/2" x 3 1/2" | 10.00 |
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