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## CHOLLA CHATTER

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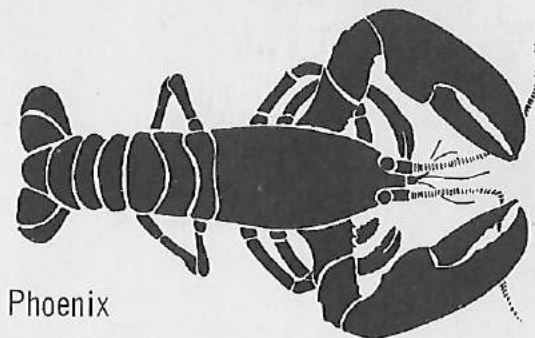
## MARK YOUR CALENDAR

Phoenix will have their  
DINNER & DANCE  
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August 23rd  
with cocktails at 7:00 p.m.  
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All are invited.

Tickets may be purchased in advance (Bob Parnell, 277-3056).  
In Tucson, tickets are also available (Bill Brown, 325-8337)



## our slip is showing

...for two of our wonderful and generous Derby Donors were omitted from the list in last month's issue of the Chatter. Many thanks also to:

Isley R.V. Center  
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...and another thing. Too much credit and not enough credit combined to get us into hot water. The story entitled "Boat With Problems" was written by Betty Munro, and only the Recommendations submitted by Bill Brown. Sorry 'bout that...



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# The Listening Sea Shell

By Mary Fran Taylor

Wasn't Pete Scott blessed with the Luck of the Irish – no blown out Derby! It was a good one – but such hordes of people ...

A Scott scared us all to death with his heart attack. He is home from the hospital now, and on the road to recovery. Hope to see him in the Bay real soon.

Fishing is good and the Sails are running – Mary Brown of Tucson has brought in the first Dolphin. We were "buddy beating" with the Browns on the Giebelhaus' boat. Quite a thrill for me – saw my first Sail jump, and then to see Mary get her fish.

Betty Munro had a baby shower for Candy Saenz. The gals had so much fun playing Mexican "bingo" they decided to make it a weekly social, changing hostesses. Ms. Elma Leason was next; those in attendance: Ms's Betty Munro, Ellen Esboldt, Mar-

garet Hodges, Nona McKibbon and her guest from Utah, Ethel Heldt, Joan Gay, Jan Schavina, Mary Fran Taylor and Belle Taylor.

Three boats out of Kino got themselves disabled in San Francisquito Bay. Only radio contact was with Cholla Bay and the Port Captain, Antonio Delgado. They didn't want to be rescued by the U.S. Coast Guard as they would have had to abandon their boats. Captain Delgado, Hector Rivera and Betty tried every avenue to lend them assistance. S&R from here would be costly. From the 11th to the 14th, no luck. Then Captain Delgado found a Mexican Coast Guard boat, "El Lerdo", putting out from Guaymas. He contacted them; they had a man on board who spoke English. Radio contact was made between the Lerdo, Captain Delgado, Betty and the three boats. The Mexican Coast Guard

CONTINUED ON PAGE 18

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By Mel Jarvis

When your inboard/outboard unit blows out the rubber exhaust hose on your engine, it can only mean one thing: no water discharge from the engine.

Most all marine engines have water-cooled exhaust, that is, the cooling water for the engine is pumped in by means of the pump in the outdrive, or a pump on the engine. This cools the engine and then is passed overboard through the exhaust system.

The most common reasons for burnt exhaust hoses are, 1) the pump is not delivering water to the engine, or, 2) the engine can not pass the water overboard because of a plugged cooling system. In either case, you have a hot engine and in a short time a blown or burnt exhaust hose.

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Manuel Vasquez

In this past Derby, three boats that I know of had this trouble. In some boats, due to engine insulation, this could be very dangerous – as Slim Kemp can tell you. He lost one of his exhaust hoses and was taking on water. The point here is, if you blow an exhaust hose it isn't the fault of the hose. You have a cooling problem and no water is getting to the exhaust system and the hot exhaust has burnt the hose. So don't just replace the hose without finding out why it went bad.


On the outboards, it is a little different story if the pump goes bad. Your outboard will run until it gets too hot and will stop, sometimes locking up the engine. It will start again after it cools down and will run until it again gets too hot. This is very hard on the engine. If the engine starts, check to see if there is water being discharged out the exhaust outlet. If not, the pump has failed. You could try taking off the hood, so the air will carry off some of the heat, and running at slower speeds. If this won't work, you better hoist the red flag.

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## TUCSON SCUTTLEBUTT



By Susie Bos

For all of you who are under the weather ... we hope you are up and around before too long.

Bob and Mildred Parnell attended our July meeting. Good to see them there.

Betty Munro has her air conditioning unit in now and finds it much cooler working in the Radio Shack.

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It had gotten unbearable ...

We had a good turn-out at the meeting and it was good to see all those familiar faces. Many new ones too, in the way of new members ... hope to see them often and that they enjoy our meetings.

Mary Brown received her trophy for the first Dolphin in '74. Congratulations, Mary. (See story on page 7.)

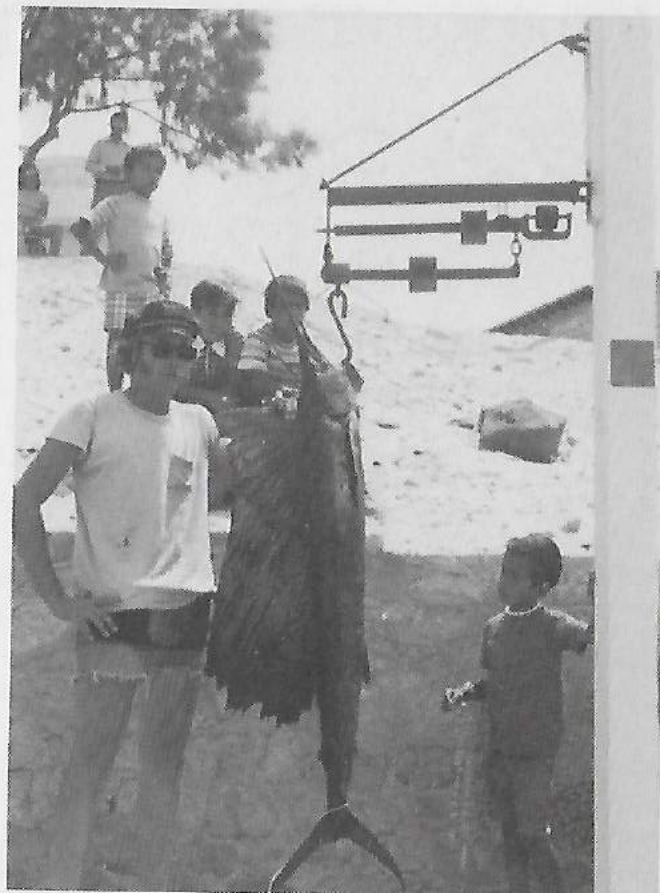
Door prizes as usual ... Lloyd Rich won the WD40, Winnie Sims, a lure, and Dave Wagner carried home a CB pennant. The raffle was won by Neva Daughtery, fire extinguisher; Carol Scott, fire extinguisher; and Winnie Sims (that lucky gal!) with a Radio Channel Master.

See you all next time.

Thank You

**CANADA  
DRY!**

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



MARK GIEBELHAUS caught the first Sail this year. He received a beautiful trophy. Great going, Mark! The Sail weighed in at 27 pounds.

MARY BROWN caught the first Dolphin for 1974, and was awarded a beautiful trophy for her 13½ pound fish. Keep up the good work, Mary!

## A NOTE...

Dear Friends,

I wish to thank all my Spanish speaking and American friends who so graciously helped me in my time of sorrow at the death of my husband, Robert J. Bourland, in Choya Bay.

Sincerely,  
Mrs. Robert J. Bourland



# it's TO LAUGH



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## Letter of Appreciation

I have so many reasons to say God bless you all for your help in getting me to the hospital in Phoenix that Derby night when I blacked out at our fish fry.

I'm sure the good Lord was responsible for having Dr. Don Simpson close by when I needed a doctor in the worst way. He was wonderful – and he will hear from me later. Also our Search & Rescue team; everyone was so wonderful.

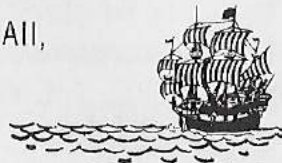
The pilot of the plane I've heard was Cliff Yates and blessings on him for the wonderfully good things he does and the expert way he does them. I was in not too bad shape until we found out the oxygen bottle was empty. I could tell by the look on the medic's face that we had trouble. I think Cliff did also, because he really poured the coal into the plane and we landed just in time.

The ambulance was waiting and as soon as I was in the ambulance and the medic told the fellow to give me oxygen I was in fairly good shape. In the emergency room at Good Sam, the three doctors were waiting and did a beautiful job of bringing me around.

The next day I was feeling fine. It took a couple days for them to get my heart back in shape and the water from my lungs. I have been home now a couple weeks and feel very well – still weak from being in bed, but now I'm doing a lot of walking and driving my truck over for coffee with the boys. So I have learned that the warning on each package of cigarettes is really true. It will never happen to me again.

I really thank everyone – especially my friend Marvin Daniels who closed my cabin and drove my truck home. Thanks to all who sent beautiful flowers and get well cards. It helps one get well to know he has a lot of friends.

God Bless All,  
Al Scott



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# Lucky PENNY'S PRIDE II

By Phyllis Pennington

It was Saturday, May 25-74 that five boats, all Cholla Bay club members, left the bay, headed for La Paz. But I'm not going to tell you that story, I'm only going to tell you a Fish Tale:

Everyone on the cruise, except maybe the C.J. were after the catch of the trip - ROOSTER FISH. Oh, don't you know about them? Well, we didn't either.

But according to our McClanes Standard Fishing Encyclopedia, a Rooster Fish is a unique species, living only along the western coast of the Americas in the eastern Pacific. This fish is classified as a distinct family.

The Roosterfish has 7 elongated rays in the first dorsal fin, the longest about half as long as the total length of the fish. The body shape tapers like that of an amberjack. There are 8 spines in the first dorsal fin, the last seven greatly elongated. Color is green to black and white to golden below, but turns a silver color after caught.

The roosterfish is known from Cabo Blanco, Peru, into the Gulf of California and up the outer coast of Baja California. The maximum recorded size, according to this book is 111 pounds and 5 ft., 2 inches long.

Roosterfish are excellent and exciting gamefish. When chasing prey they may leap 3 to 6 times in Dolphin fashion, and that brings me back to the story.

Many yellowtail, grouper, pargo, pompano, sardinera, lane snapper and others were caught on the way to Mulege, but at Mulege we all decided to end our trip and stay to fish a few days. We arrived there May 29th at 1:15 and met one of the nicest people on the trip - Fernando. He owned the boat dock (our first dock on the trip) and he turned it over to our five boats to use as we pleased. It being a large cement and wooden dock, we could all tie up side by side, put our deck chairs out and really live it up. With Fernando and his crew gassing our boats! Boy now that's HEAVEN - after the guys had been hauling those gas cans in and out of the sand and water, to and from the gas station and

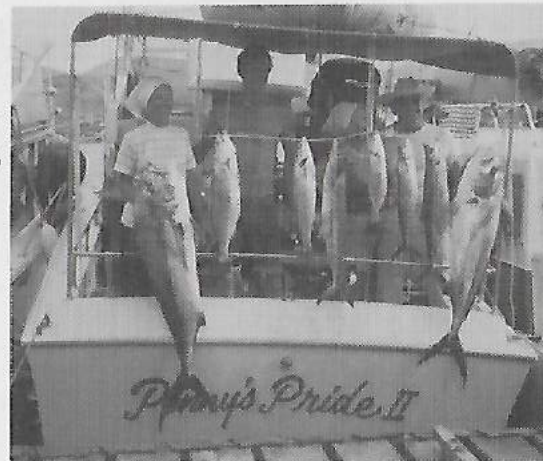
shore - but I'm sure more details on that situation will be in the other story.

Anyway, Fernando's is where we hired our guide, Rafael Meza, and what a guide he was! Our very first day out of Mulege our boat brought in two of those Roosterfish. The only two we caught, I must add. And the longer we were there, the more we appreciated the experienced help of our excellent guide. To begin with, you don't catch Roosterfish, they catch you -

your bait, that is. Oh! speaking of bait, that's something else again. To get the bait, sardines, they use a flyrod and actually snag the bait, and then immediately fish with it live, hooked on very small hooks, no leader or swivel. The little sardine swims around with your line and maybe, just maybe, if you are LUCKY, a Roosterfish will get it.

When this happens you just stand there and let it do it all. Don't set the hook or anything, just let it run and pray you don't run out of line, and can keep a tight line until it wears out OR you do. Nancy wasn't sure who was going to give in first, but after 45 minutes, she won. It had come out of the water like the book said, Dolphin fashion, three or four times, and really had her line humming. She was more scared than excited. (Her first fishing trip.) But she finally managed to land hers - just as her dad got his hook-up. Well, he doesn't have the patience his daughter does, so he horsed his in 25 minutes later.

Can you imagine the thrill of not only one, but two, Roosterfish? Nancy's weighed in at 42½ pounds, Bob's at 40 pounds.



CONTINUED ON PAGE 16

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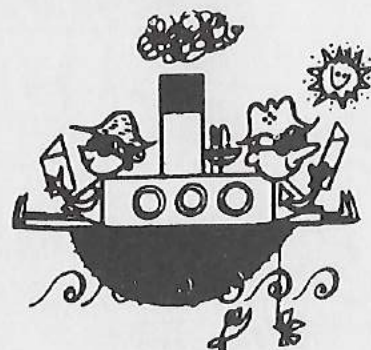
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# THE TIDAL MARSH

By  
Jane  
Putnam

At first glance or from a distance, a tidal or salt marsh may appear to be only meaningless patches of weeds, water and mud flats. Yet marshes are vital in the whole scheme of things, just as essential as fields and forests.

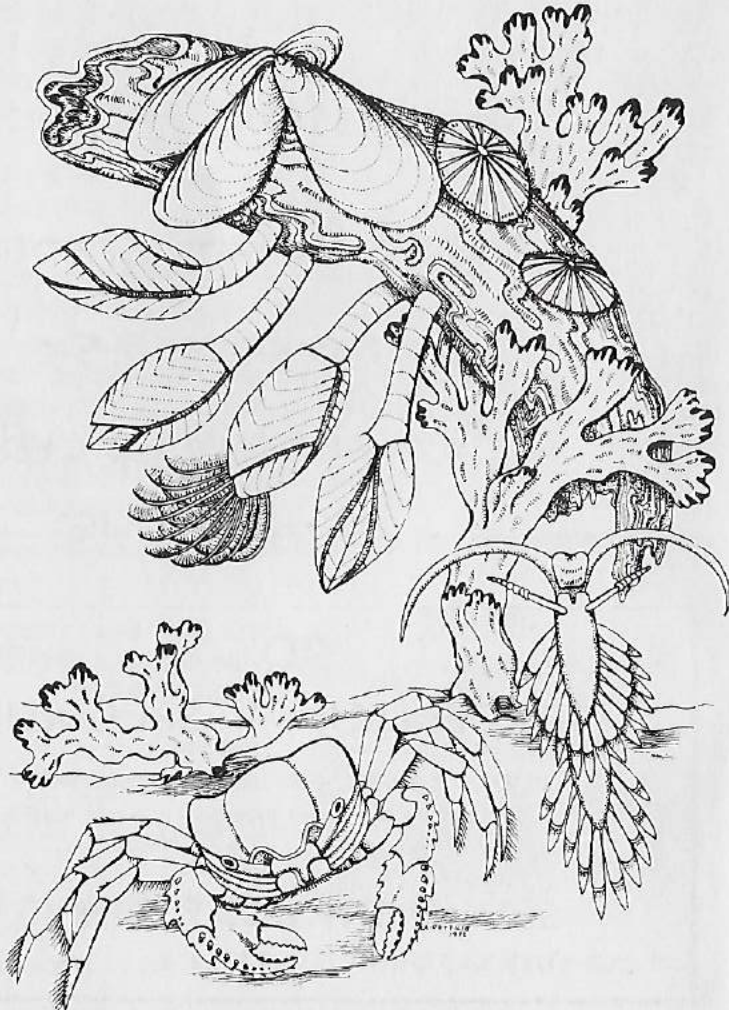
Too many salt marsh areas have been lost in recent years to dumping grounds, industrial development and yards of fill in preparation for real estate tracts. People who understand and appreciate the ecological value of marshlands have found them a treasure store of wildlife.

Migrating waterfowl, ducks, geese, even swans, and many other kinds of birds find seasonal refuge in salt marshes. Some use them as feeding grounds, others nest there. All year 'round inhabitants include fiddlers, crabs, clams, mussels, snails, and the young of many species. Itinerant prowlers: raccoons, possums,

sometimes deer, extend their ranges into the marshlands in search of food or general habitat. Plant life and sea plants thrive, insects abound.

A short walk along the edge of a marsh will introduce the quiet observer to a new realm of life, and each season has an unmatched program of activity.

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## WORDS OF WOE FROM THE WATERMAN

By Maya

Of late, Cholla Bay's number one "bad guy" happens to be the waterman, Roberto Pineda. Granted, with the three other water trucks out of commission because of various mechanical problems (remember, our trucks are old, and replacement parts take a long time to get here from Mexicali or Phoenix) the Water Service has been rather sketchy lately. But let me give you our side of the story.

These are a few of the directions yelled at us — in passing — anywhere between Cholla and Penasco — on the road — in town — at 6 o'clock in the morning while barely eating breakfast — or of an evening in the local cantina — just a little bit under the wind (both parties, waterman and customer):

"You know our house — it's blue! We don't know the number — but it's by the water..."

"Put water in the tank — then fill up the drum in the back of the kitchen — there is fishing tackle in the drum — just put that in the bathroom..."

"Fill us up — then come back for the money later — we should be home tonight — if not, tomorrow..."

"Mr. X has the money to fill up our tanks, but we don't know where he is — could you look for him..."

"We want our water at the Mexican price — they are bound to get it cheaper..."

"When you filled our tanks last time all the water leaked out (due to a leak in the house) — we don't think we should have to pay..."

Please help us give you better service and faster service. Do use the sign-up boards provided for this particular purpose, in the Cafe Choya, near the Radio Shack, and near the Cantina. Put your name AND cabin number on the list — and we will get to you as soon as possible on a first-come-first-serve basis.

Please do provide ladders or other means of getting to the water tanks. A little boy helper got hurt badly by having to climb too high without help.

And, please, do not expect us to remember instructions yelled from a passing car — it's humanly impossible to know the house number of 600 cabins without some kind of bookkeeping.

At this time let me thank all the many people who have shown patience and understanding in our times of difficulties. Believe us, it has been greatly appreciated!!

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A good receiver must be able to sort out wanted from unwanted radio signals. This function is called *selectivity* and can be compared to a door. Double or wide doors can let several people through at the same time. As the width decreases, fewer people can squeeze through. Good design in a receiver makes the "door" just the right size to let through only the signal you want in most cases.

*Selectivity* is the measure of a receiver's ability to amplify a weak signal above the noise and enables you to hear it. Thus a good receiver will let you talk over greater distances to transmitters of less power on the other end — Radio Telephone Communication is a "two-way" street.

From the foregoing, it is apparent that there is much more to a good radio telephone than the advertised power output of the transmitter.

After you have made the decision as to the make and size of radio telephone, you come inevitably to the question and problems of installing it on your vessel. Here are committed the majority of sins!

You cannot get top performance from your boat with the wrong wheels or the wrong engines. You cannot get top performance from your radio telephone without the proper

CONTINUED ON PAGE 16

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## MARINE RADIO TELEPHONE SERVICE POINTERS...

CONTINUED FROM PAGE 15

installation. A good installation is never achieved simply by throwing the equipment aboard and hooking it up. As a matter of fact, a good installation is only accomplished by a lot of hard work, performed by an expert. Not the expert "down the dock" who has had lots of radios and knows all about 'em, but a licensed technician who has a record of doing a good job.

If you are going to install your own marine radio telephone, follow the advice of the manufacturer. A good radio telephone comes complete with a comprehensive instruction manual. This manual will have considerable space devoted to installation procedures. **A WORD OF CAUTION:** If you install your own set, do not attempt to tune the transmitter. This is strictly prohibited by FCC, to any and all who do not have a proper, current and valid license. Your Restricted Radio Telephone Operator's License is not sufficient for this work. You must hold a Second Class Commercial Radio Telephone License or higher. An Amateur's License is not valid. Frankly, you will save time and aggravation if you have the job done for you.

# Lucky

## PENNY'S PRIDE II

CONTINUED FROM PAGE 11

Do you suppose he will ever live this down?

I hope so, since Harvey and I fished just as hard, but didn't even get a hook-up. DARN.

We're just sorry we didn't get one mounted, but like I said in the beginning, little did we know that they were actually that rare, and that we would be the only boat to land them.

It sure made our trip!

And we'll soon be planning next year's trip for Roosterfish!



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By Jane Putnam

More indigenous to New England than any other food, even the sea creatures for which the coast is famous, is the blueberry. Each of the six states seems to have its own variety. Most of them grow side by side with huckleberries, which, while not as blue-and-pretty, are apt to run ahead in flavor and sweetness. A mixture is ideal... and both are in "season" around the Fourth of July.

Where we lived in Connecticut we had high-bush blueberries, smaller than some but especially good for cooking: in Rhode Island they were fairly low-growing, viney and dark blue; on Cape Cod (Massachusetts) the woody, stunted bushes produce very blue and sweet medium-sized berries; in Vermont and New Hampshire the bushes are waist-high (though that measurement is based on childhood memory); while in Maine one may sit on the ground to do one's picking, and the berries are the largest wild ones in our experience.

So is it any wonder that one of the "native dishes" is the blueberry muffin? They are served with most shore dinners, on any menu that includes corn on the cob, and with many of the other New England oriented foods we have mentioned in this column in the past several months.

Bisquick used to have a good recipe for muffins printed right on the box, but

it's no longer there. With some trial but not much error, we have arrived at the following:

## Blueberry Muffins

1-1/2 cup Bisquick  
1 egg  
2 Tablespoons melted butter (or oleo)  
1/2 cup sugar  
2/3 cup milk  
3/4 cup (or more) blueberries, stemmed, washed and lightly floured

Mix dry ingredients, then stir in wet ones altogether. Don't worry about lumps - extensive beating will make your muffins tough and rubbery. Fold in berries, being careful not to mash them.

Half fill muffin tins, greased, and bake at 425 degrees for 15-20 minutes. Yummy!



## MARINA del SOL

- FORMERLY -  
RENT-A-BOAT MARINE

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## tip for householders:

When you have work done in or out of your cabin in Cholla Bay, it would be to your advantage to have a contract for the work to be done by the contractor. A signed contract, that is. This will assure both you and him that the work will be done in a manner you specified and agreed upon in advance.

### THE LISTENING SEA SHELL — CONTINUED FROM PAGE 4

went to their assistance.

Seven boats from the Power Squadron in Mesa, Phoenix and Tucson left here to meet boats from California Squadrons at San Felipe. They were going down as far as Bahia San Luis Gonzaga, then across and back up this side.

There are going to be some good explanations from Bill Hammer, Bill Valentine, Pete Schultz, Jerry Small and Hector Munro. They went to Lobos in Hammer's boat. With all that water, they managed to hit something — a whale? — and disable the boat. Some brand of Tequila! They were rescued by land — boat and all.

Carl and Sophie Malentich and Gene and Hildy Erkert went to St. George's Bay for an overnighter — via Bird Island. Got to the old fertilizer plant

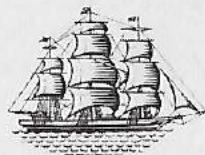
and lost the channel trying to come out. Plowed sand. The wind came up, but they managed to get out. Spent several hours making like a submarine.

The Charles Heyts' bought Jack Gill's place. Had the trailer pulled out and a block house put up muy pronto. They are down with daughter Leisa and Martha Fielder. A boat house and porch are going to go on also.

The usual regulars have been down: Jack Gill, George Rodgers, Johnny Johnson, the Manginas, Colarichs, the Lohr's, Charles Hill's, Foughts' Art Coxes, Clouse, Ray Storer. And the Capes too.

Our license man, Miguelito, has been sick and in the hospital. He's home now and doing fine... should be back to work by the time the Chatter is out.

Bye for now, from the Bay. We are in residence for the summer.



**FOR SALE!**

SANDBUGGY FOR SALE — Reconstructed 1953 Cadillac. Automatic. 5 Flotation. Tires. New parts in engine. Needs valve job. \$150.00. Can be seen in Penasco at Frank Flores' Auto Repair, next to the barber across from Proconsul Hardware. Phone Phoenix 838-0843.

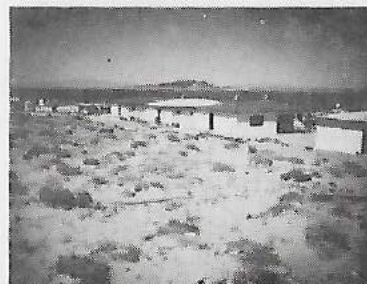
WANTED — Hard top for cabin cruiser; and a seven foot dinghy. Stephen T. Watson, 5644 E. Burns Street, Tucson, Ariz. 85711. Phone 296-3608.

### CHOLLA CHATTER ADVERTISING RATES COSTS PER ISSUE

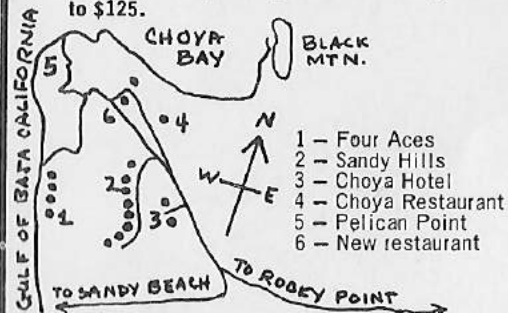
2 1/4" x 1 1/2"	6.00
2 1/4" x 2 1/2"	8.00
2 1/4" x 3 1/4"	10.00
5" x 1 1/2"	12.00
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1/2 Page	25.00
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in the CHATTER**

## Good news NOW AVAILABLE... NEW HOMES — newly furnished, running water & electricity



The homes above are part of the new SANDY HILLS subdivision which faces Choya Bay and Black Mountain. Built on lots measuring 62 x 60 ft., the houses are 1 and 2 bedrooms. Large enough for entire family. Rent by day, \$20.00 to \$25.00. Weekly \$100 to \$125.



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